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# CITY OF ROCKLIN
# GENERAL PLAN

April 1991

[1997]

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Rocklin General Plan adopted
by Rocklin City Council on April 3, 1991 by Resolution No. 91-116

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## INTRODUCTION AND PURPOSE

### A. LEGAL REQUIREMENT

California state law requires each city to adopt a General Plan which describes the direction the city will take concerning its future development. This General Plan is designed to fulfill that requirement and to serve as a long term guide for the orderly growth and development of the City of Rocklin. It forms the basis for zoning, subdivision regulation, and other planning decisions on the location, intensity, and design of public facilities and land use.

### B. IMPLEMENTATION

Implementation of the General Plan is achieved through a variety of mechanisms: citizen involvement on advisory committees, long-range planning activities of the city, fees and charges used for improvements, and regulations concerning development. Use of this General Plan should be with an understanding of its purpose and how the goals and policies are used to guide the day-to-day decisions that implement the plan.

The primary tool for implementation of the General Plan is through what is known as the "consistency requirement." All discretionary land use approvals, which include rezonings, subdivision and parcel maps, conditional use permits, and variances, as well as city public works projects, must be found to be consistent with the goals and policies contained in the General Plan, as well as the General Plan Land Use and Circulation Map. The consistency requirement is enforced by denying projects which are inconsistent or by redesigning and/or conditioning projects to bring them into conformance with the General Plan. In this manner, the provisions of the General Plan are applied and implemented in the design and construction of development projects. Further, since virtually all development projected to occur under this General Plan will require some type of discretionary approval, the implementation of the General Plan will be ensured with all development activity.

All of the goals and policies are intended to be a clear, unequivocal commitment of the City of Rocklin to the objectives stated. Many of the policies use words such as "shall," "require," "will," and "ensure." These words connote an unequivocal directive, a mandatory requirement. Other policies utilize words such as "should," "encourage," "discourage," "promote," and similar language. While such language may not appear to be quite as un-equivocal, its use in selected policies is deemed necessary for two reasons. First, the General Plan by its nature is a general planning policy guide. It is impossible to know at this time exactly how the policies, if applied literally, will affect any particular development or project. This language will give the decision-maker a limited degree of discretion in applying those particular policies on a case by case basis, to ensure that when applied they do, in fact, further the public interest and the overall goals of the General Plan.

Second, reserving some discretion may be essential to avoiding an application of a policy effecting an illegal restriction on a project. For purposes of interpreting and applying this General Plan, words such as "should," "encourage," "discourage," and "promote" are intended to state a genuine commitment to the objective the policy, to be honored in all cases unless compelling and countervailing considerations warrant otherwise. In those cases, the decision-maker shall make specific findings as to those compelling and countervailing considerations.

## C. ENVIRONMENTAL REVIEW

An environmental impact report (EIR) was prepared and certified for this General Plan. It analyzes the potential environmental effects of the development of land within the City's Sphere of Influence and how the General Plan goals and policies address and minimize those impacts.

The degree of specificity of the EIR parallels that of the General Plan: this EIR focuses on the secondary effects of development expected to occur under the General Plan, rather than on primary, site-specific effects.

Individual development projects will require a more detailed site-specific, project-specific environmental analysis at the time application is made, when the details of the development project are known. The project-specific environmental analysis will also address the impacts of a decision not to fully apply a policy due to compelling, countervailing considerations, and provide the opportunity to develop alternative mitigation measures.

This tiered approach is in compliance with, and encouraged by, the State CEQA Guidelines. (See Code Cal. Reg. Sec. 15152, 15146).

The General Plan goals and policies were largely developed to address and minimize the potentially significant environmental impacts of development under the General Plan Land Use Map. These goals and policies seek to preserve and enhance the special environmental amenities of the City of Rocklin while providing for new development to serve the housing, economic, and social needs of the community and the region. It is expected that the goals and policies will operate to avoid significant environmental impacts of development in most cases. Nevertheless, some environmental impacts have been found to be significant and unavoidable. These include potential impacts on regional air quality, visual impacts associated with loss of open space, and the cumulative regional impacts on traffic circulation and biological resources.

In addition, there remains the potential that a significant, unmitigated environmental impact may result from the approval of a development project where, because of the particular circumstances of the case constituting compelling and countervailing considerations, the decision-making body determines that a particular policy should not be applied to that project. In view of this possibility, the Rocklin City Council, on adopting this General Plan, has balanced the overall benefits of the Plan against its unavoidable environmental risks, and made a statement of overriding considerations. (See Rocklin City Council Resolution certifying EIR on the General Plan [Resolution No. 91-114], and City Council Resolution certifying EIR on the North Rocklin Circulation Element (GPA-93-03) to the General Plan [Resolution No. 94-269].

## D. MONITORING PROGRAM

As required by law, the City of Rocklin has adopted a monitoring program detailing when and how the goals and policies identified as mitigation measures will be carried out. This document is located at the Rocklin Community Development Department and Rocklin City Hall.

## E. HOUSING ELEMENT

This document contains all State required General Plan elements, with the exception of the Housing Element.

The Housing Element was prepared previously, and is bound under separate cover. The Housing Element Goals and Policies are, however, reproduced as Appendix A to this plan.

## F. SUPERSEDED DOCUMENTS

This General Plan supersedes the following documents:

1. 1974 City of Rocklin General Plan, August 1974.
2. City of Rocklin General Plan Policy Update, 1978.
3. City of Rocklin Open Space for Outdoor Recreation - General Plan Revision, October 1981.
4. Stanford Ranch General Development Plan; City of Rocklin Resolution 87-11, Exhibit B - General Plan Text Amendments, January 1987.
5. Southeast Rocklin Circulation Element Update: City of Rocklin Resolution No. 89-48.
6. Rocklin Mall General Plan Amendment: City of Rocklin Resolution No. 90-131.
7. All amendments to the Rocklin General Plan Land Use and Circulation diagram approved prior to adoption of this General Plan. (The composite Land Use and Circulation diagram is incorporated by reference into the General Plan and is available under separate cover.)

# II. SUMMARY OF GOALS AND POLICIES

## A. LAND USE

The Land Use Element plays a central role in the General Plan. It provides a description of the existing pattern of land use and establishes a pattern for future land use. It also sets City policy on population density and intensity of development, is the basis for determining service requirements, and establishes policy on annexation and development phasing.

**GOAL FOR RESIDENTIAL LAND USE:** To designate, protect, and provide land to ensure sufficient residential development to meet community needs.

Policies for Existing Residential Land Use

1. To protect existing residential areas from the intrusion of incompatible land uses.
2. To preserve and enhance the quality of existing residential areas by continuing to provide high-quality public services, by rehabilitating useful structures and by removing substandard units.
3. To continue programs for the prevention of blight, considering all public and private resources available, including: enforcement of all codes, neighborhood rehabilitation programs, and redevelopment agency actions.
4. To encourage active involvement by individuals and citizen organizations in maintaining and upgrading existing residential neighborhoods.
5. To encourage preservation and adaptive reuse of significant historic structures and sites.

Policies for New Residential Land Use

6. To provide a variety of residential land use designations that will meet the future needs of the City.
7. To require that new development in or near existing residential areas be compatible with those existing neighborhoods.
8. To coordinate planning in areas contiguous to neighboring jurisdictions in order to ensure compatible land uses.
9. To promote flexibility and innovation in residential land use through the use of planned unit developments, developer agreements, specific plans, mixed use projects, and other innovative development and planning techniques.

10. To designate residential land according to the following scale:

| | Dwelling Units Per Acre |
|---|---|
| Rural | Less than 1 |
| Low density | 1-3 |
| Medium density | 4-8 |
| Medium high density | 9-15 |
| High density | 16-20 |

(Units to be rounded to nearest whole number. Land use projects that develop less than or more than the designated residential land use ranges shall be considered inconsistent with the General Plan.)

11. To discourage leap-frog or premature development in areas not contiguous to existing developed and serviced areas of the City.

12. To encourage the use of the "village concept" in new projects of 500 acres or more in size, in order to encourage higher density core areas and encourage alternatives to the use of the automobile for short trips.

13. To establish residential design standards, especially for hillside and other unique areas.

14. To encourage medium-high and high density residential areas near major arterial and collector streets

15. To maintain development standards unique to Old Town Rocklin that encourage residential development on small lots.

16. To encourage the design of neighborhoods that interconnect streets and pedestrian pathways for vehicle and pedestrian use to provide for social interaction and the efficient movement of service and emergency vehicles.

NOTE: IN ADDITION TO THE ABOVE GOAL AND POLICIES, THE HOUSING ELEMENT CONTAINS HOUSING GOALS, POLICIES AND ACTIONS TO ASSURE A VARIETY OF HOUSING TYPES, PROVIDE FOR STRUCTURALLY SOUND HOUSING, ENCOURAGE THE PRESERVATION OF EXISTING HOUSING AND THE CONSTRUCTION OF NEW HOUSING TO MEET THE NEEDS OF ALL INCOME GROUPS, AND ENSURE THAT HOUSING OPPORTUNITIES ARE OPEN TO ALL PEOPLE. THE GOALS, POLICIES AND ACTIONS SECTION OF THE HOUSING ELEMENT IS REPRODUCED AS APPENDIX A TO THIS PLAN.

**GOAL FOR COMMERCIAL LAND USE:** To retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future City needs.

Policies

17. To promote and renew as needed, the Pacific Street, Rocklin Road, Sunset Boulevard, and Granite Drive business districts in order to provide diversified business opportunities.

18. To approve designation of sufficient commercial land to meet the future needs of the City.

19. To ensure that adequate parking and access are included in approved commercial development plans.

20. To avoid "strip commercial" land uses in newly developing areas by encouraging the "village concept" of grouping commercial land use in village core areas.

21. To minimize conflicts between new commercial land uses and other land uses, especially residential, park, and recreational uses.

22. To require that commercial land uses be buffered from incompatible land uses and protected from encroachment by residential or other incompatible uses through the use of techniques including, but not limited to, landscaping, soundwalls, berms, fencing, open space setbacks, greenbelts, and building orientation.

23. To promote flexibility and innovation in commercial land use through the use of planned unit developments, developer agreements, specific plans and other innovative development and planning techniques.

24. To maintain development standards and develop new standards, including off-site parking provisions, unique to the central commercial area of Rocklin along Pacific Street from Midas to Farron Streets.

25. To encourage use of the Rocklin Downtown Revitalization Plan and Design Guidelines when considering projects in the area generally abutting Rocklin Road and Pacific Street from Midas Avenue to Farron Street.

26. To encourage private use of the railroad right-of-way, unless otherwise needed for public purposes, in accordance with the Rocklin Downtown Revitalization Plan and Redevelopment Agency.

27. To encourage the development of the Historical District of Rocklin along Front Street between Rocklin Road and Farron Streets.

28. To encourage mixed commercial and residential land uses within the Historical District of Rocklin.

29. To encourage the development of a Regional Mall site, and other regional shopping facilities, within the City of Rocklin.

**GOAL FOR INDUSTRIAL LAND USE:** To designate sufficient land for existing and new industrial uses that is compatible with the existing community.

Policies

30. To promote and renew, as needed, the industrial areas along Delmar Avenue, Dominguez Road, Anthony Court and Pacific Street in order to provide for diversified industrial business opportunities.

31. To require that industrial land uses be buffered from incompatible land uses and protected from encroachment by residential or other incompatible land uses through the use of techniques including, but not limited to, landscaping, soundwalls, berms, fencing, open space setbacks, greenbelts, and building orientation.

32. To encourage industrial land uses that do not harm the environment or pose danger to City residents.

33. To designate land for industrial uses sufficient to meet future City needs, but limited to uses that will not negatively impact existing or future neighborhoods.

34. To promote flexibility and innovation in industrial land use through the use of planned unit developments, developer agreements, specific plans and other innovative development and planning techniques.

**GOAL FOR LAND OUTSIDE THE CITY LIMITS:** To retain rural designations for land outside the city limits but within the planning area, until annexed to City.

Policies

35. To urge Placer County to maintain low density rural land use designations and large parcel zoning in areas outside the City.

36. To discourage residential, commercial, or industrial development at urban densities or intensities in this area unless public services can be provided and annexation is accomplished.

37. To promote commercial and industrial development within the city limits as more efficient, economical, and desirable than development outside the city limits.

38. To oppose land uses proposed in areas outside the city limits that would be incompatible with existing or planned land uses within the City.

39. To require, when deemed necessary by the City, an evaluation of needed infrastructure and a plan for implementation of those needed improvements prior to annexation.

40. To coordinate with Placer County for the annexation of unincorporated developed areas that lie within the City of Rocklin's planning area.

**GOAL FOR LAND USE CONSISTENCY:** To ensure that the legal requirements for General Plan consistency are fulfilled.

Policies

41. To amend the zoning code and other land use regulations as needed to make them consistent with the General Plan.

42. To approve amendments to the zoning code and other land use regulations only if the changes are consistent with the General Plan.

43. To base the evaluation of implementation measures and actions for consistency with the General Plan on whether or not the measures and actions further the goals and policies of the General Plan.

**GOAL FOR LAND USE COORDINATION:** To ensure that land use decisions by the cities and county in south Placer are coordinated.

Policies

44. To continue to participate in the activities of regional entities, such as the South Placer Policy Committee (SPPC), the Sacramento Area Council of Governments (SACOG), the Placer County Flood Control and Water Conservation District, and the landfill authority.

45. To consider the effects of land use proposals and decisions on the South Placer area and to consider the efforts to maintain a jobs-housing balance.

## B. OPEN SPACE, CONSERVATION AND RECREATION

The Open Space, Conservation, and Recreation Element provides a description of the lands and waterways that are unimproved and are to be devoted to natural uses through General Plan land use designation; establishes City policy on protection of unimproved lands and natural resources; and establishes City policy on the provision of recreation sites and facilities.

**GOAL:** To designate, protect, and conserve natural resources, open space, and recreation lands in the City; and provide opportunities for recreational activities to meet citizen needs.

Policies

1. To encourage the protection of natural resource areas, scenic areas, hilltops, open space areas and parks from encroachment or destruction by incompatible development through the use of conservation easements, buffers, set-backs or other measures. Developments shall be required to provide usable yard areas outside of conservation easements or established natural resource buffers.

2. To encourage the protection of wetlands, vernal pools, and rare, threatened and endangered species of both plants and animals through either avoidance of these resources or implementation of appropriate mitigation measures where avoidance is not feasible, as determined by the City of Rocklin.

3. To encourage the protection of historically significant and geologically unique areas and encourage their preservation.

4. To encourage the protection of oak trees, including heritage oaks, and other significant vegetation from destruction.

5. To encourage energy conservation in new developments.

6. To cooperate in a coordinated regional approach to the management of drainage basins and flood plains with regional agencies such as the Placer County Flood Control and Water Conservation District.

7. To provide for recreational and park needs through any or all of the following: collection of park fees, dedication of parkland, rehabilitation of existing park and recreation facilities, installation of park improvements, and provision for operation and maintenance.

8. To require dedication of park land as a condition in the early stages of the development process, including approval of rezonings, where it is necessary to insure consistency with or implementation of the goals and policies contained in the General Plan.

9. To provide park facilities in accordance with adopted park standards and phasing.

10. To provide recreation programs that meet citizen needs, with an emphasis on self-supporting recreational facilities.

11. To support and cooperate with volunteer groups and organizations that provide recreation activities to all citizens, particularly young people and senior citizens.

12. To encourage the location of parks in areas not presently being served.

13. To require new development to annex into the Park Development and Maintenance District.

14. To provide for the ongoing operation and maintenance of parkland through the City's Park Development and Maintenance District.

15. To provide adequate yard areas and building setbacks from creeks, riparian habitat, hilltops, and other natural resources.

16. To encourage developments to incorporate resources such as creeks, steep hillsides, and quarries in private, but restricted, ownership.

17. To consider acquisition and development of small areas along creeks at convenient and safe locations for use by the general public.

18. To promote, where appropriate, the joint use of streams for flood control, open space, conservation of natural resources, and limited recreation.

19. To minimize the degradation of water quality through requiring implementation of techniques such as, but not limited to, the prohibition of grading, placement of fill or trash or alteration to vegetation within designated stream setback buffer areas, and requiring the installation of measures which minimize runoff waters containing pollutants and sediments from entering surface waters. Measures for minimizing pollutants and sediments from entering watercourses may include oil/grit separators, detention basins and flow reduction devices.

20. To consider development projects in terms of their visual qualities and compatibility with surrounding areas, especially those urbanizing areas abutting rural or semi-rural areas.

## C. CIRCULATION

The Circulation Element provides a description of major streets, roads, highways, other transportation services and facilities and transit services, and establishes City policy on maintenance of existing transportation facilities, transportation improvements, and transit services.

**GOAL:** To provide and maintain a safe and efficient system of streets, highways, and public transportation to meet community needs and promote sound land use.

Policies

1. To maintain existing streets in a safe condition and require that new streets be built to City standards.

2. To ensure that streets and highways will be available to serve new development by requiring detailed traffic studies as a part of all major development proposals.

3. To require bike lanes in the design and construction of major new street and highway improvements, and to establish bike lanes on those City streets wide enough to accommodate bicycles safely.

4. To designate truck routes in order to keep truck traffic away from residential areas and streets not structurally designed for truck traffic.

5. To promote and support coordinated public transit services that meet residents' needs.

6. To promote pedestrian convenience through development conditions requiring sidewalks, walking paths, or hiking trails that connect residential areas with commercial, shopping, and employment centers.

7. To require landscaping and tree planting along major new streets and highways, and along existing streets as appropriate.

8. To encourage a variety of building sites, building types, and land use treatments along major streets and highways.

9. To seek improvement to existing railroad crossings and construction of grade separated crossings in newly developing areas.

10. To promote the use of public transit through development conditions requiring park-and-ride lots, bus turnouts and passenger shelters along major streets.

11. To enforce the transportation system management requirements of the existing ridesharing ordinance.

12. To promote and support the development of regional bikeway links as established in the County Bikeway Master Plan.

13. To maintain a minimum traffic level of service "C" for all streets and intersections, except for intersections located within 1/2 mile from direct access to an interstate freeway where a level of service "D" will be acceptable. Exceptions may be made for peak hour traffic where not all movements exceed the acceptable level of service.

14. To develop street design standards for arterials, collectors and local streets.

15. To encourage the development of street design standards for private streets.

16. To coordinate with adjacent jurisdictions on the completion and improvement of roads which extend into other communities.

17. To support the study of extending the Sacramento light rail transit system farther east along the I-80 corridor.

18. To support the study of developing heavy rail transit within the South Placer County area.

19. To support and encourage improvements to the existing State highway system and new routes that benefit the City of Rocklin.

20. To maintain truck routes in such a manner that they can be used for the safe hauling of hazardous materials.

21. To encourage the design of streets that connect neighborhoods for vehicular and pedestrian use and for the efficient movement of service and emergency vehicles.

22. To regularly monitor traffic on City streets and to include in the City's Capital Improvement Plan those improvements needed to maintain an acceptable level of service through the use of traffic fees and other financing mechanisms.

23. To participate in regional traffic improvements such as Highway 65 and I-80 interchanges, Sierra College Boulevard, Rocklin Road and other streets identified as having regional significance.

24. To consider funding mechanisms independently or with other government agencies to fund needed regional road improvements.

25. To coordinate and cooperate with the Placer County Air Pollution District in the development of stationary and mobile source control measures affecting the City of Rocklin, to be included in the California Clean Air Act Plan for Placer County.

26. To restrict vehicular access to emergency and service vehicles only from the Clover Lakes Community Area onto the existing portions of Clover Valley Road and Rawhide Road within the Mission Hills-Clover Valley Community Area.

NOTE: IN ADDITION TO THE ABOVE GOAL AND POLICIES, THE SOUTHEAST ROCKLIN CIRCULATION ELEMENT IDENTIFIES FUTURE STREET ROUTES AND ESTABLISHES CIRCULATION GOALS, OBJECTIVES AND POLICIES FOR THE PORTION OF THE CITY LOCATED SOUTHEAST OF INTERSTATE 80. THE SOUTHEAST ROCKLIN CIRCULATION ELEMENT IS DESCRIBED IN CHAPTER V, AND REPRODUCED AS APPENDIX B TO THIS PLAN.

## D. COMMUNITY SAFETY

The Community Safety Element describes hazards to citizens and establishes City policy protecting citizens from natural and man-made hazards.

**GOAL:** To minimize the danger of natural and man-made hazards and to protect residents and visitors from the dangers of earthquake, fire, flood, other natural disasters, and man-made dangers.

Policies

1. To require engineering analysis of new development proposals in areas with possible soil instability, flooding, earthquake faults, or other hazards, and to prohibit development in high danger areas.

2. To cooperate with and support the formation of a coordinated Citywide and/or regional approach for the construction, operation, and maintenance of drainage and flood control facilities.

3. To require master drainage plans as a condition of approval for large development projects.

4. To require new residential construction to have its lowest habitable floor elevated at least two feet (2') above the base flood level elevation (i.e. the 100-year floodplain elevation).

5. To ensure that 100-year floodplain elevations, based upon the most current information, both up and downstream are not adversely affected by new development.

6. To require new developments to detain on-site drainage such that the rate of runoff flow is maintained at pre-development levels, and to coordinate with other projects' master plans to ensure no adverse cumulative effects. In lieu of detention, the City may require off-site drainage improvements that are more beneficial to the community's overall drainage system.

7. To prohibit development along stream channels that would adversely reduce the stream capacity, increase erosion, or cause deterioration of the channel.

8. To maintain a current City emergency plan for use in emergency situations.

9. To require disclosure of hazardous materials by those using them within the City, or proposing to use them in new industrial or commercial activities, in accordance with Placer County guidelines and the requirements of State Law.

10. To enforce the City building code, fire code, and City ordinances in regard to fire safety and fire protection.

11. To limit development in areas with severe slopes.

12. To require a railroad accident potential analysis of proposed development projects located adjacent to or within railroad right-of-ways.

13. To require new annexations, and projects proposing land use changes to the General Plan resulting in higher densities or intensity, to annex into the City's

existing Community Facilities District No. 1 for the maintenance of fire prevention and suppression service, or to create other financing districts as necessary.

14. To require new developments to either annex into an existing drainage maintenance district, or execute an agreement of non-protest to formation of such a Citywide or regional district.

15. To encourage residential development to locate within approximately two road miles from a fire station, and to encourage high density commercial development to be located approximately one and one-half road miles from a fire station, unless special fire suppression measures are incorporated into the development.

16. To require projects to be designed with at least two points of access for emergency vehicles or for general circulation where such access is necessary to assure adequate egress and ingress.

## E. NOISE

The Noise Element provides a description of community noise, the exposure to noise by citizens, and establishes City policy on protecting citizens from the health hazards of excessive noise.

**GOAL:** To protect residents from health hazards and annoyance associated with excessive noise levels.

Policies

1. To use adopted noise compatibility guidelines (see figure 18) to evaluate compatibility of proposed new development.

2. To require noise analysis of proposed development projects as part of the environmental review process and to require mitigation measures that reduce noise impacts to acceptable levels.

3. To require noise buffering or insulation in new development along major streets and highways, and along railroad tracks.

4. To control noise sources in residential areas by restricting truck traffic to designated truck routes.

5. To monitor noise generating land uses to assure compliance with acceptable noise levels.

6. To encourage sound mitigation, including but not limited to sound walls, along existing highways where noise is determined to exceed adopted standards.

## F. PUBLIC SERVICES AND FACILITIES

The Public Services and Facilities Element provides a description of the general location, capacities and plans for public services and facilities, and establishes City policy on the provision of public services and facilities.

**GOAL:** To ensure that adequate public services and facilities are provided to meet the needs of residents of the City.

Policies

1. To maintain the provision of adequate public services and facilities to the existing areas of the City and to ensure that new development is served by a full range of public services.

2. To cooperate with school districts serving the City to meet their adopted district standards and state standards. All residential development project applications shall be evaluated for the impact on school services and facilities. Where an impact is found, the project may be conditioned to the extent and in the manner allowed by law, to mitigate the impact, such as requiring payment of school district fees and participation in a community facilities district to fund school facilities.

3. To discourage General Plan amendments and rezonings for residential projects that would not be adequately served by school facilities.

4. To encourage all annexations into the City which are outside of the Rocklin Unified School District to apply for inclusion into the Rocklin Unified School District.

5. To disapprove development proposals that would negatively impact City-provided public services, unless the negative impact is mitigated by the project proponent.

6. To require garbage collection services to ensure the maintenance of health standards.

7. To maintain existing public services and provide new facilities consistent with community needs.

8. To require developer participation in providing public services and facilities (including equipment) where development proceeds in advance of the City's ability to provide the services or facilities. Participation could consist of the formation of assessment districts, payment of fees, and/or the construction and dedication of facilities.

9. To maintain adequate lead time in the planning of needed expansions of public services and facilities.

10. To prepare and maintain a five-year capital improvement program for public facilities.
11. To require that prior to any annexations to the City, a study of infrastructure needs and a public facilities and financing plan be completed for the area to be annexed.
12. To provide for the ongoing operation and maintenance of City services through the utilization of the existing Community Facilities District No. 1, Lighting and Landscaping District, Park Development and Maintenance District and similar financing mechanisms.
13. To maintain and update a public facilities plan that includes projected staff needs and building space requirements.
14. To encourage the development of a centralized Civic Center in the vicinity of the existing City Hall.
15. To encourage Placer County to require development improvements to be compatible with City public service and facility standards, should lands be developed in the county prior to annexation.
16. To encourage joint venture public and private use of facilities, such as combining public offices and public recreational facilities with private commercial, industrial and private recreational uses.
17. To encourage the undergrounding of existing and proposed utility lines, where possible.
18. To encourage programs to reduce, recycle, and reuse solid waste materials to the extent possible.

## III. BACKGROUND DESCRIPTION OF THE CITY OF ROCKLIN

### A. LOCATION AND PHYSICAL CHARACTERISTICS

The City of Rocklin is located in south Placer County, 21 miles northeast of the City of Sacramento. One of six cities in Placer County, Rocklin was incorporated in 1893.

Rocklin is located in rolling foothills at elevations of from 150 to 525 feet above sea level. The older portion of the City is 250 feet above sea level. The Rocklin area is underlaid with solid granite, and granite boulders dot the area. There are a number of abandoned granite quarries, along with one operating quarry.

Five major stream systems provide drainage to the Rocklin area. Secret Ravine Creek and Sucker Creek drain the eastern side of the Loomis Basin, Antelope Creek and Clover Valley Creek drain the central area, and Pleasant Grove Creek drains the western side. Land adjacent to these streams is heavily wooded and dotted with native oak trees.

The climate is considered mild, with hot and dry summers and moderately wet winters. Average temperatures range from about 75 degrees in summer to 45 degrees in winter, with temperature extremes of 115 degrees in summer and 20 degrees in winter. Annual rainfall averages about 30 inches, with most of it falling between November and March.

Interstate 80 (I-80) passes through the southeast portion of the City, providing access to the Sacramento area to the west and to the county seat in Auburn to the east. State Route 65, located along the western and southwestern edge of the planning area, provides a direct connection between I-80 and the City of Lincoln to the north.

### B. HISTORY AND GROWTH

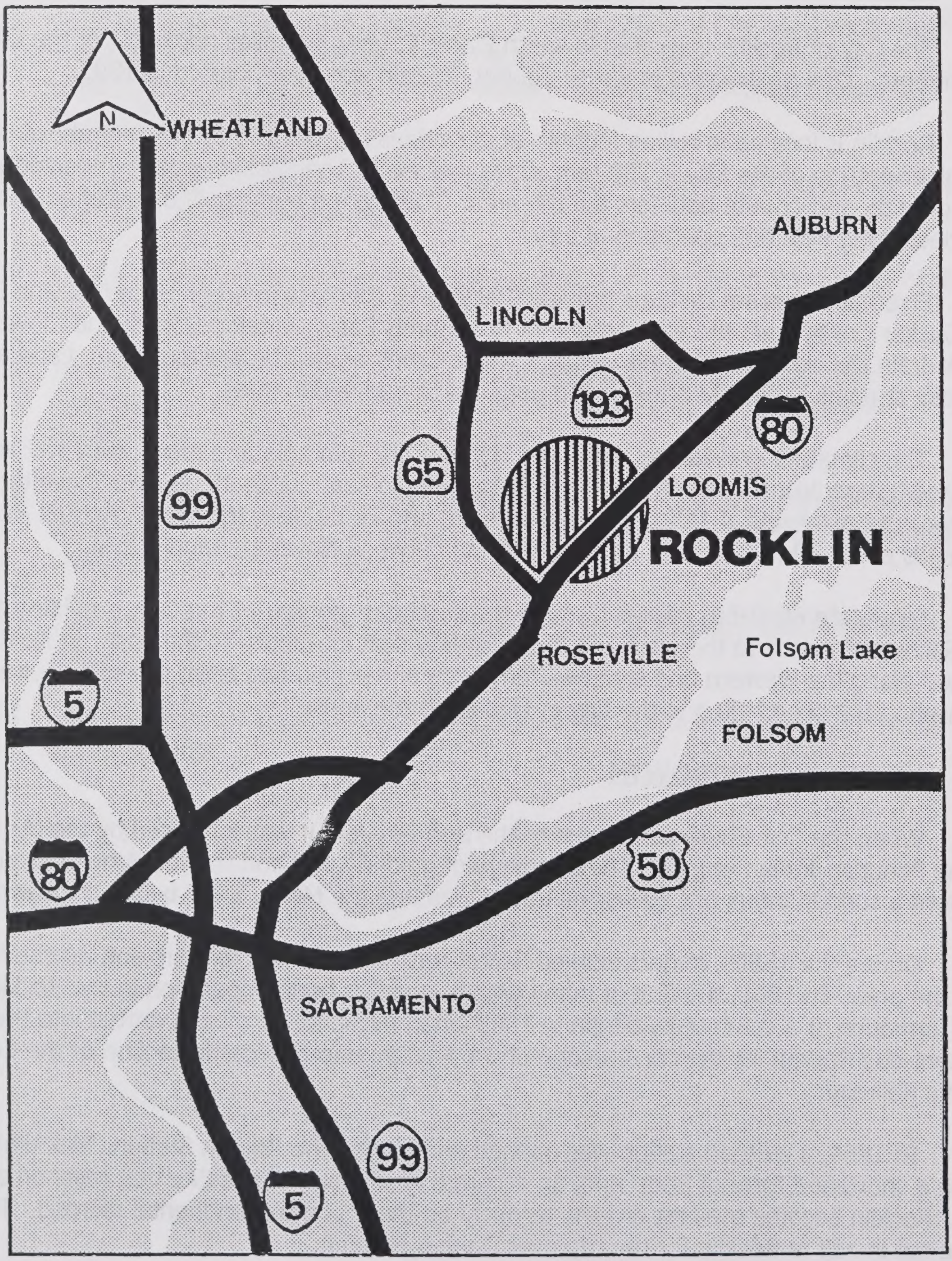
When the first Caucasians came to the Rocklin area, it was inhabited by the Maidu Tribe of the Penutian Indian empire. The discovery of gold in 1848 and the resulting gold rush brought a sudden influx of Caucasians to the area and the Maidu Tribe began to disappear.

During the 1850s, miners worked Secret Ravine and a few farmers and ranchers moved into the area. In 1861, the first of many granite quarries began operation in the Rocklin area. The formation of a community began in 1863 when farmers and miners drifted into the area of present-day Rocklin for the construction of the Sacramento-Newcastle section of the Central Pacific Railroad.

In 1864, a railroad station was opened and named the Rocklin Station. "Rocklin" appears to be a shortened form of RockLand, an accurate description of the City that rests on a granite cap. Rocklin became the first division terminal on the first transcontinental railroad. Trains were cut in half in Rocklin for the trip over Donner Summit.

Figure 1

REGIONAL LOCATION



Granite was very important to Rocklin in its early days. Reportedly, the first Central Pacific freight shipment was three carloads of Rocklin granite. Prior to 1900, there were as many as forty granite quarries operating at one time and, at times, more than 600 people were employed by the quarries.

In addition to the farmers and miners that originally settled in Rocklin, many Chinese immigrants that were brought in for the construction of the railroad stayed around after its completion. A number of immigrants were attracted to Rocklin from Finland in the 1870s and 80s, quite possibly by the granite quarries. When the quarries were booming, half of Rocklin's inhabitants were natives of Finland.

After the railroad was completed in 1864, Rocklin boomed for more than 40 years. In 1866, the first school was built near the present site of Farron Park, and in 1868, the Rocklin Post Office was established. From 1869-73, a series of disastrous fires destroyed the railroad woodsheds, Samuel Trott's Hotel, Van Tree's Hotel and Stable, J. Lindsay's Boarding House and the railroad roundhouse with ten locomotives in it. In 1886, a new school was built on what is now Pacific Street.

In 1893, the people voted to incorporate and Rocklin became a city with an official population of some 550. The railroad facility was expanded with the building of a new, larger turntable. A fire almost destroyed the whole town when it started in the Davis Hotel and burned 23 homes before it could be extinguished. In 1894, the Rocklin Volunteer Fire Department was organized to replace the volunteer bucket brigade and greatly improved Rocklin's fire-fighting ability. By 1898, the demand for granite began to taper off and one by one the quarries closed.

In 1905, news spread that the railroad, then the Southern Pacific, was going to expand its Rocklin facility. But the City was then told that Southern Pacific was moving the railroad yard to the junction of the Oregon railroad line near Roseville where more level land was available for expansion. In 1908, Southern Pacific closed the Rocklin yard and moved its offices and equipment to Roseville. Many workers, unable to find living quarters in Roseville, had their homes placed on railroad cars and moved to Roseville.

The closing of the railroad yard was a near deadly blow to Rocklin. In addition, the demand for granite was tapering off. The strikes of 1918 hit the granite industry hard and by 1929, there were only five granite quarries operating.

The Depression was almost the finishing blow for Rocklin. The demand for granite dropped to virtually nothing. The railroad station was closed in 1933 and many of Rocklin's remaining residents moved to other cities in search of work. By mid 1930, Rocklin's population dropped to about 350, down from a high of approximately 3,500 in 1900-1905. By 1938, there was only one operating quarry left and in 1940, the railroad station was torn down. Rocklin had 759 residents in 1940, but there was little evidence remaining of the once booming railroad town. Rocklin grew slowly during the 40s and 50s, and by 1960 there were 1,495 people in Rocklin.

In 1959, Sierra Community College, formerly Placer College, decided to move from its Auburn location to a larger site near Rocklin. Work began in 1960 on the first phase of the new campus, which included 12 buildings of the planned thirty-structure campus. Sierra Community College was officially dedicated in 1961.

In 1960, it appeared that Rocklin was on the verge of a boom with the announcement that a "new city" (Sunset Whitney) would be constructed immediately to the northwest of Rocklin. Construction of the first phase began in 1962; however, by 1965, all building had stopped and the development went bankrupt. By 1971, litigation had been completed concerning the "new city" and gradual growth began to occur in the area. By 1974, growth had accelerated and the City experienced rapid growth until interest rates rose dramatically in 1979-80.

When interest rates began to decline in the early 1980s, growth again began to accelerate within the City. In 1985, after a three year planning period, the City approved the first phase of the 3,445 acre Stanford Ranch project, allowing for the development of about 1,000 housing units. In 1987, the City established land use designations and zoning classifications for the remainder of the project.

## C. POPULATION CHARACTERISTICS

Population in the City of Rocklin totaled 1,050 in 1900. By 1920, population had declined to 643, only to gradually increase to 795 in 1940. Between 1940 and 1960, population rose steadily from 795 to 1,495. Between 1960 and 1970 population continued to increase, and by 1970 totaled 3,039. Since 1975, Rocklin's population has increased at a rapid pace. Between 1975 and 1980, Rocklin grew from 3,502 to 7,344 for a 3,842 person increase. By 1985, the population had increased by 1,706 to 9,050. Rocklin's biggest growth period has occurred between 1985 and 1990. The April 1990 census count indicated a population of 19,033, for a 9,983 person increase since 1985. A significant portion of this growth was the result of annexing the Sunset-Whitney area. This annexation added population and housing units to the City which were formerly located within Placer County. Rocklin population as of January 1, 1994 was 25,603 and on January 1, 1995 it was 27,199.

The Public Facilities Master Plan (February 1988), prepared for the City, developed population projections based upon moderate and high growth scenarios. The plan projects a total population of 36,000 by the year 2010 using a moderate growth scenario of 6 percent, and nearly 49,000 under a high growth scenario of 8 percent. Table 1 illustrates City growth from 1900 through 1990, while Table 2 illustrates population growth between 1995 and 2010 under the two scenarios developed by the Public Facilities Master Plan. Figure 2 presents a graphic representation of these growth trends. *[See correction sheet at end of document]*

At the last census, conducted in 1980, Rocklin's population consisted of 6,979 white, 96 Asian, 49 American Indian, 8 Pacific Islander or Eskimo and 222 other. Included in the population count were 496 persons of Spanish origin.

There were 3,602 males in 1980 and 3,742 females. Five hundred and seventy people were under 5 years old, 1,451 were 5-17 years old, 4,548 were 18-64 years old, and 775 were 65 years or over. The median age for females was 32.2 years and 30.4 years for males.

There were 2,833 households in Rocklin in 1980; 1,899 were married couple households, 8 had a male head of household with no wife, 157 had a female head with no husband, 43 were male one-person households, 100 were female one-person households, and 626 were non-family households.

**TABLE 1**

**CITY OF ROCKLIN POPULATION GROWTH: 1900-1990**

| YEAR | POPULATION | YEAR | POPULATION |
|---|---|---|---|
| 1900 | 1,050 | 1960 | 1,495 |
| 1910 | 1,026 | 1970 | 3,039 |
| 1920 | 643 | 1975 | 3,502 |
| 1930 | 724 | 1980 | 7,344 |
| 1940 | 795 | 1985 | 9,050 |
| 1950 | 1,155 | 1990 | 19,033 |

Source: U.S. Census, SACOG Regional Census Data Center

**TABLE 2**

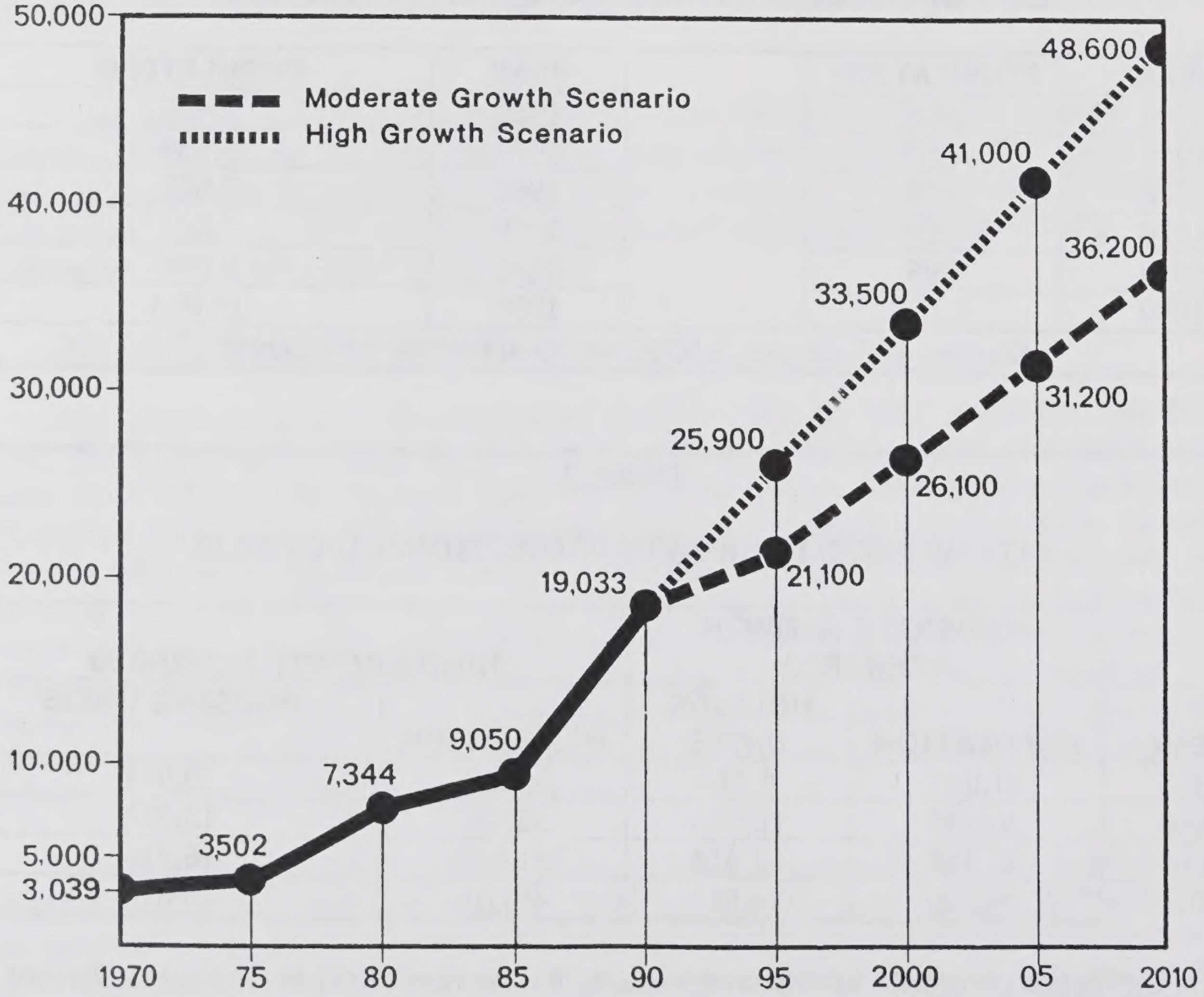
**CITY OF ROCKLIN GROWTH PROJECTIONS: 1995-2020**

| | MODERATE GROWTH SCENARIO | | HIGH GROWTH SCENARIO | |
|---|---|---|---|---|
| YEAR | POPULATION | HOUSING UNITS | POPULATION | HOUSING UNITS |
| 1995 | 21,088 | 8,914 | 25,885 | 10,814 |
| 2000 | 26,138 | 10,914 | 33,460 | 13,814 |
| 2005 | 31,188 | 12,914 | 41,035 | 16,814 |
| 2010 | 36,238 | 14,914 | 48,610 | 19,814 |

* Source: Based on growth asumptions prepared for the North Rocklin Circulation Element Amendment Document (dated April, 1993) on file in the Rocklin Planning Department.

Figure 2

## CITY OF ROCKLIN POPULATION
## 1970-2010



There were 2,781 occupied housing units in 1980 with 835, or 30 percent, renter-occupied. Of all housing units, 59 had five or more bedrooms, 407 had four bedrooms, 1,109 had three bedrooms, 885 had two bedrooms, and 351 had one bedroom.

In 1960, the number of persons per household in Rocklin was 3.27; by 1970 it had declined to 3.17, in 1975 it was 2.77 and in 1980 it was 2.64. The decline in the number of persons per household is expected to continue in the future, reaching 2.56 in 1990, 2.50 in 1995, 2.50 in 2000, 2.48 in 2005, and 2.46 in 2010. The significance in this declining size of households is that more housing units are needed to serve the population.

Of those 18 years or older in 1980, 1,144 had three years or less of high school, 1,748 had completed four years of high school, 1,446 had completed one to three years of college, 382 had completed four years of college and 381 had completed five or more years of college.

In 1980, the labor force in Rocklin totaled 3,379. Of this total, 300 were unemployed and 3,078 were employed. The unemployment rate was 9%. Of those employed, the occupations of 17 percent were precision production, craft, machine operators, assemblers, and inspectors; 31% were employed in sales and administrative support; 7% were transportation, material handlers, helpers and laborers; 30% were executive, professional, or technical; 10% were in service; and the rest were in farming, private household, or protective service.

## D. GROWTH TRENDS

Although Rocklin grew only moderately for many years, it now appears that the City is growing at a faster rate. During the five years between 1980 and 1985, Rocklin added 1,706 people. In contrast, population increased by 9,983 between 1985 and April 1990.

This increase in the rate of growth is a result of a number of factors. Among these are: increased awareness of the City by business and developers, a progressive City Council and professional City management, the attractiveness of a small city atmosphere, and the siting of new industry and new housing developments. This growth trend is expected to continue, particularly since Rocklin is within the rapidly growing South Placer County area, which is one of the fastest growing areas in the state.

The largest project approved to date is the 3,445 acre Stanford Ranch project, most of which has been annexed into the City. Stanford Ranch contains 732 acres of light industrial, 169 acres of commercial, 1,404 acres of residential with an estimated 12,000 housing units, 104 acres of public facilities, and 644 acres of parks and open space. The first phases of the project are currently under development.

Residential growth outside of the Stanford Ranch project has been concentrated in the west area toward Roseville, near Sierra Community College on the east and in the Mission Hills and Clover Valley areas. Commercial development has also taken place recently, primarily along Sunset Boulevard, Pacific Street, and along Granite Drive near I-80 at the Rocklin Road overcrossing. Also, a considerable amount of infilling has occurred along 5th Street, Midas Avenue, Racetrack Road, and in various other parts of the City.

Areas located outside of the existing city limits but within Rocklin's Sphere of Influence represent potential sites for future urban development. These areas include the Sunset Rancho Estates, Sunset West community area, and Clover Valley Lakes.

## E. PLANNING AREA

The planning area for the City of Rocklin is all of the area within the City boundaries (12 square miles), plus the nine square miles of land outside the City boundaries which has some relation to City planning. This broader area was chosen because planning issues do not stop at City boundaries, particularly in growing areas. State planning law recognizes this problem and allows cities to plan for lands outside their jurisdiction.

In selecting its planning area, the City of Rocklin has chosen to use the Local Agency Formation Commission (LAFCO) Sphere of Influence area. This area was chosen because it provides the City with an area large enough to establish the direction and pattern of future growth through at least the next 20 years. It will also allow the City to analyze long range infrastructure needs throughout the planning area.

The General Plan Sphere of Influence, or planning area, is shown in Figure 3.

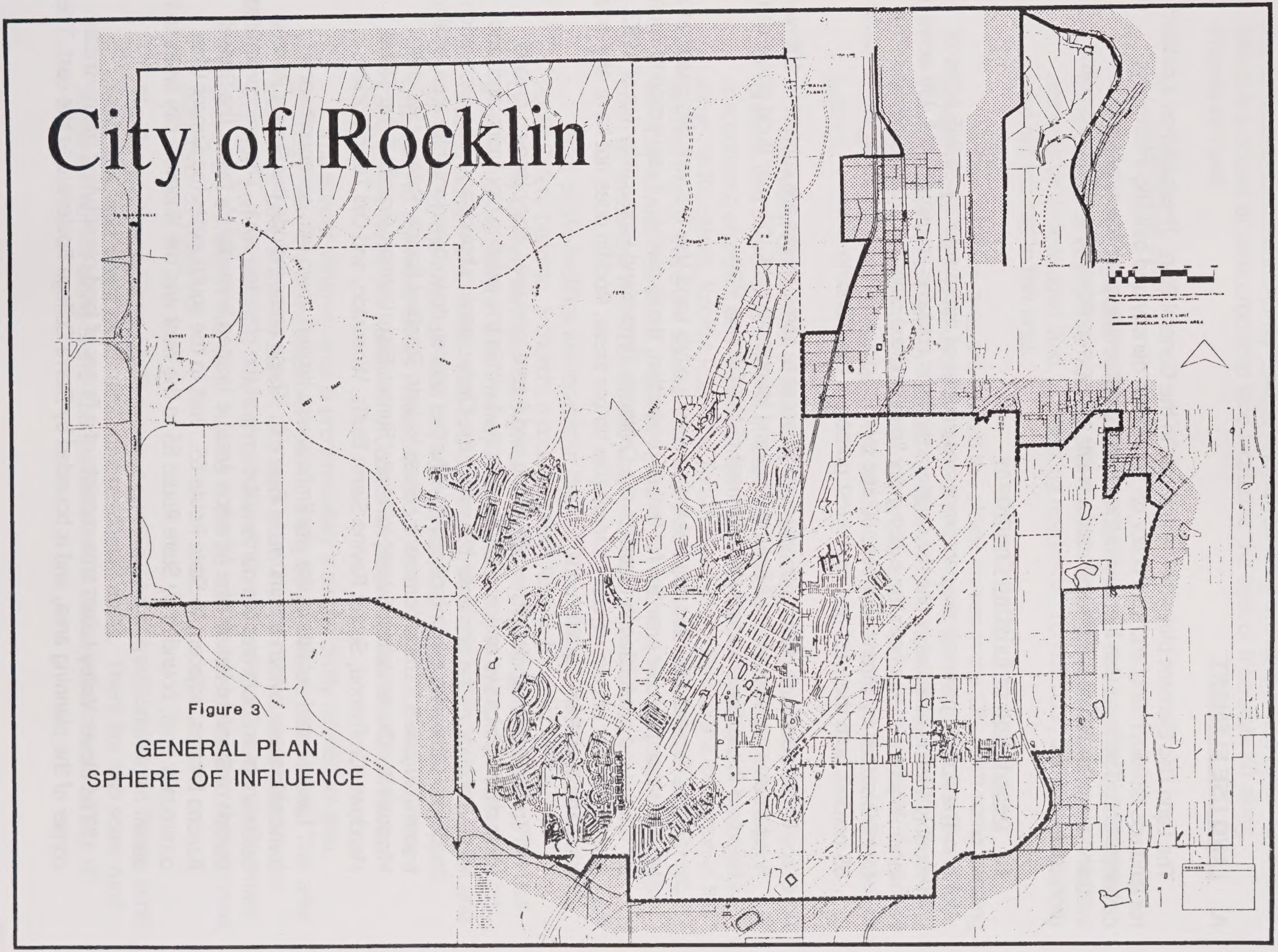


Figure 3

GENERAL PLAN
SPHERE OF INFLUENCE

# IV. GENERAL PLAN ELEMENTS

## A. LAND USE ELEMENT

The Land Use Element plays the central role in the General Plan. It establishes a pattern for land use development, and sets policy on population density and building intensity of development. The Land Use Element is the basis for determining service requirements including plans for future streets and roads, water and sewer, schools, and fire and police protective services.

### 1. Description of Existing Conditions

The Rocklin planning area encompasses an area of approximately 12,945 acres or roughly 21 square miles, while the existing city limits contains an estimated 8,430 acres of land. Figure 4 shows both the existing city limits and the planning area boundaries. The City is bisected by Interstate Route 80 and by the Southern Pacific Railroad. State Route 65 borders both the west and southwest portion of the planning area.

Various portions of the planning area adjacent to some creeks are subject to 100-year flood threats. A discussion of flood threats and identification of 100-year flood plains can be found in the Community Safety Element of this General Plan.

State General Plan law requires that a community's Land Use Element designate, in a land use category that provides for timber production, those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982. Due to the lack of commercially harvestable timber areas, Rocklin does not have any areas zoned for timberland production.

In the following discussion of existing and future land uses, the planning area is broken down into two major areas: land located within the existing city limits, and land located outside of the city limits but within the City's planning boundary. The description of land uses within the existing city limits is further broken down by community area, as illustrated in Figure 5. These community areas include Stanford Ranch, Fairway Heights, Mission Hills-Clover Valley, Sunset-Whitney, Sunset East, Delmar, Granite Drive-Sierra Meadows, Croftwood, Secret Ravine-Sierra Bluffs, Woodside, and Old Town Rocklin.

Land located outside of the city limits is also broken down into community or ownership areas, which are shown in Figure 6. These areas include the Sunset Rancho Estates, which comprises the northwest corner of the planning area. The unincorporated portion of Stanford Ranch (the Atherton Area) is located immediately below the Sunset Rancho Estates, adjacent to State Route 65. Just to the south exists the Sunset West community area, bounded by State Route 65 to the west and the Roseville city limits to the south.

The Clover Valley Lakes area consists of a finger of land constituting the northeast corner of the planning area, and is bounded by Sierra College Boulevard to the east. The

Sierra College area, located along both sides of Sierra College Boulevard south of Interstate 80, consists of Sierra Community College and surrounding unincorporated land. Greenbrae Island is a pocket of unincorporated land located to the east of Interstate 80 along Greenbrae Road.

a. Existing City Area

Much of this estimated 8,430 acre area has been developed, although Stanford Ranch, the area east of the freeway and the area around Del Mar Road contain large amounts of undeveloped land. All existing residential, commercial, and industrial land uses are located in this area.

In the Old Town area are located the oldest homes in the City, with some needing rehabilitation. Largely a residential area of single family homes, it has few vacant lots. There is some vacant land in the Lost Avenue-Winding Lane area; however, the area also contains a number of abandoned quarry pits and is in need of major infrastructure and services in order to develop. Most of the Old Town area lacks curbs, sidewalks, or gutters.

The oldest commercial area of the City is located along Pacific Street. Redevelopment and improvement efforts in this older commercial area have recently concentrated on street and drainage improvements. Vacant commercial land exists along Pacific Street, Rocklin Road and Sunset Boulevard. Due to the existence of the railroad tracks, there are several industrial uses and structures along Pacific Street. The City downzoned these properties in 1978 to retail and service commercial in an effort to encourage more compatible uses in the Old Town area.

Most public facilities are located in the Old Town area, including City Hall, the Public Safety building, a church, a county branch library, the Post Office, the Community Center, Johnson-Springview Park, Quarry Park, Oldtimers Park, Finn Hall and the Rocklin School. Also located in the Old Town area is Rocklin's historical area. Located along Front Street, next to the railroad tracks and between Farron Street and Rocklin Road, the historical area has been designated as an area to be developed according to the Front Street Historical Master Plan. The Front Street Advisory Committee advises the Rocklin City Council on plans for the historical area.

The Sunset-Whitney area is predominately a single family residential area, although there are some duplexes located along South Whitney Boulevard. This area used to be part of the old Sunset City town plan. There is some vacant land in the southern part of this area. The Parker-Whitney School and the Community Covenant Church are located in this area. Homes in the Sunset-Whitney area are relatively new, none over 25 years old.

The Secret Ravine-Sierra Bluffs area is a combination of traditional single family, rural residential, and newer multi-family unit residential areas. There are also some rural residential homes along Sierra College Boulevard. This area has been the site of recent single-family residential, multi-family residential and some commercial development. There are two unimproved neighborhood park sites located within this area, and the City is currently considering a passive-use park along Secret Ravine Creek at the southern terminus of China Garden Road.

The Mission Hills-Clover Valley area has experienced rapid growth in the past ten years. Made up entirely of single family homes, the area is still growing, although at a slower pace than in previous years. Also located in this area is the Sunset-Whitney Country Club, a developed privately-owned golf course and clubhouse open to the public. A developed neighborhood park also exists in this area. The Woodside area, located between I-80 and Pacific Street, contains single family, halfplex, and senior citizens apartment residential units, along with a shopping center and office buildings located at the corner of Sunset Boulevard and Pacific Street. Recently, both single family and half-plex construction has occurred in this area. The area contains some vacant residential lots, but not a large amount of land is left undeveloped. A developed neighborhood park is also located in this area.

The Sunset West area is a combination of single family homes, half-plexes, and multi-family apartment units. The area was masterplanned in 16 phases, and is continuing to be developed. Most vacant land in this area is at the south end. A developed neighborhood park site and an undeveloped elementary school site exist in this area.

The Granite Drive-Sierra Meadows area contains Rocklin's newest commercial areas, located along Granite Drive and Sierra Meadows Drive. The area also contains some single family homes, a Catholic church and a Church of the Latter Day Saints. Commercial development is continuing along Sierra Meadows Drive and is expected to continue along Granite Drive in the future. This area also contains wood product manufacturing plants, located along Pacific Street near Dominguez Road. A developed neighborhood park site also exists.

The Del Mar area is predominately rural residential and agricultural, with the exception of some commercial land uses at Pacific Street and Brace Road and Sierra College Boulevard at I-80. A new City Corporation Yard is expected to be constructed within this area.

The Croftwood area lies at the north end of the portion of the planning area east of the freeway and contains rural residential uses. Much of the area is vacant.

The Fairway Heights area contains a recent residential subdivision, some commercial uses, and a currently undeveloped park and school site.

The Stanford Ranch area contains the largest amount of undeveloped land of any area within the existing City. Approximately 3,000 acres of the 3,445 acre project are located within the existing city limits. The first phases of the project, allowing for the ultimate construction of approximately 5,000 housing units, are currently under development. The City has adopted mixed urban land use designations for the remainder of the project, and will approve future development in phases containing 200 acres or more.

## 2. **Future Land Uses**

The General Plan Land Use and Circulation diagram, incorporated herein by reference (on file at the Rocklin Community Development Department), depicts the major land use categories of residential, commercial, industrial, public and recreation/conservation. These basic categories are further broken down and defined below.

### a. Land Use Designations

1) Planning Reserve means land designated for limited agricultural use, or grasslands, with expected future urban uses based upon the availability or extension of public infrastructure and services.

2) Rural Residential means land exclusively for single family development. Density range: less than 1 dwelling unit per gross acre.

3) Low Density Residential means land exclusively for single family residential development, with a minimum lot size of 12,500 square feet per dwelling unit. Density range: 1-3 dwelling units per acre.

4) Medium Density Residential means land designated exclusively for single family residential development, with a minimum of 6,000 square feet lot area per dwelling unit, except in a PD zone where clustered housing can be considered or in the designated old town area. Density range: 4-8 dwelling units per acre.

5) Medium High Density Residential means land designated predominately for multiple family residential development, with a minimum of 3,000 square feet of gross land area per dwelling unit. Density range: 9-15 dwelling units per acre.

6) High Density Residential means land designated for multiple family residential development, with a minimum of 2,175 square feet of gross area per dwelling unit. Density range: 16-20 dwelling units per acre.

7) Business and Professional means land designated for business and professional uses, with limited retail use.

8) Retail Commercial means land designated for retail commercial uses. This also includes business and professional uses.

9) Service Commercial means land designated for retail commercial uses, with the addition of service-oriented establishments.

10) Light Industrial means land designated for restricted, non-intensive manufacturing and storage facilities which have no detrimental effects upon immediately surrounding property or the environment of the planning area.

11) Heavy Industrial means land designated for a full range of manufacturing, processing, fabrication, and storage activities that could create incompatible impacts that extend beyond the boundaries of the heavy industrial area in which the industry is located.

12) Public/Quasi-public means land designated for public or quasi-public uses.

13) Recreation/Conservation means land designated for natural resource conservation, open space, parkways, and park and recreation areas.

14) Business Professional/Commercial/Light Industrial - means land designated for an employment center which includes business and professional uses, retail commercial uses, including service oriented establishments, and restricted non-intensive manufacturing and storage facilities which have no detrimental effects upon immediately surrounding property or the environment of the planning area.

Note: For the above residential uses, densities can, in some cases, be increased pursuant to the City's density bonus program (see Housing Element).

### b. Existing City Area

### 1) Existing City Area Excluding Stanford Ranch

With the exception of the Stanford Ranch project, the existing types of land uses in this area will continue with only minor changes. The area will continue to be a mixture of residential, commercial, industrial, recreational-conservation, and public uses.

High Density Residential: High density residential will be centered near Sunset Boulevard and Third Street, along Springview Drive near Antelope Creek, on Shannon Bay Drive, and at the intersection section of Sierra College Boulevard and Rocklin Road. Additional high density residential could be allowed along arterial and collector streets.

Medium High Density Residential: Medium high density residential will be more scattered with uses allowed on Woodside Drive, Springview Drive, Shannon Bay Drive, Sunset Boulevard, South Grove Street, Aquilar Road, Tamarack Drive, and two small areas on Race Track Road and Meadow Way.

Medium Density Residential: Medium density residential will continue to be the main residential land use in the Woodside, Sunset East, Sunset-Whitney, Old Town, Secret Ravine-Sierra Bluffs, Granite Drive-Sierra Meadows, Mission Hills-Clover Valley, and Fairway Heights areas.

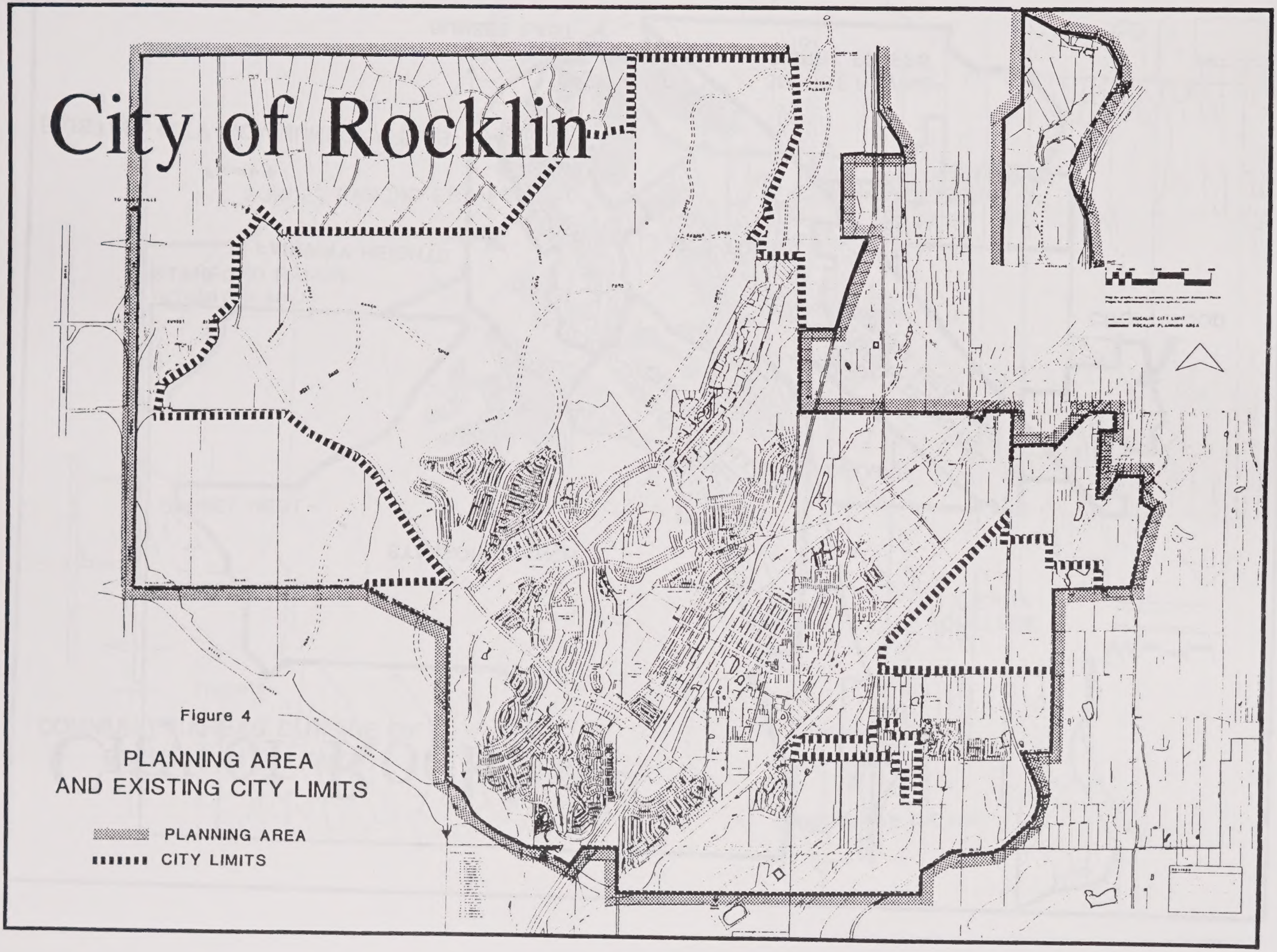


Figure 4

PLANNING AREA
AND EXISTING CITY LIMITS

▨ PLANNING AREA
▮▮▮▮▮▮▮ CITY LIMITS

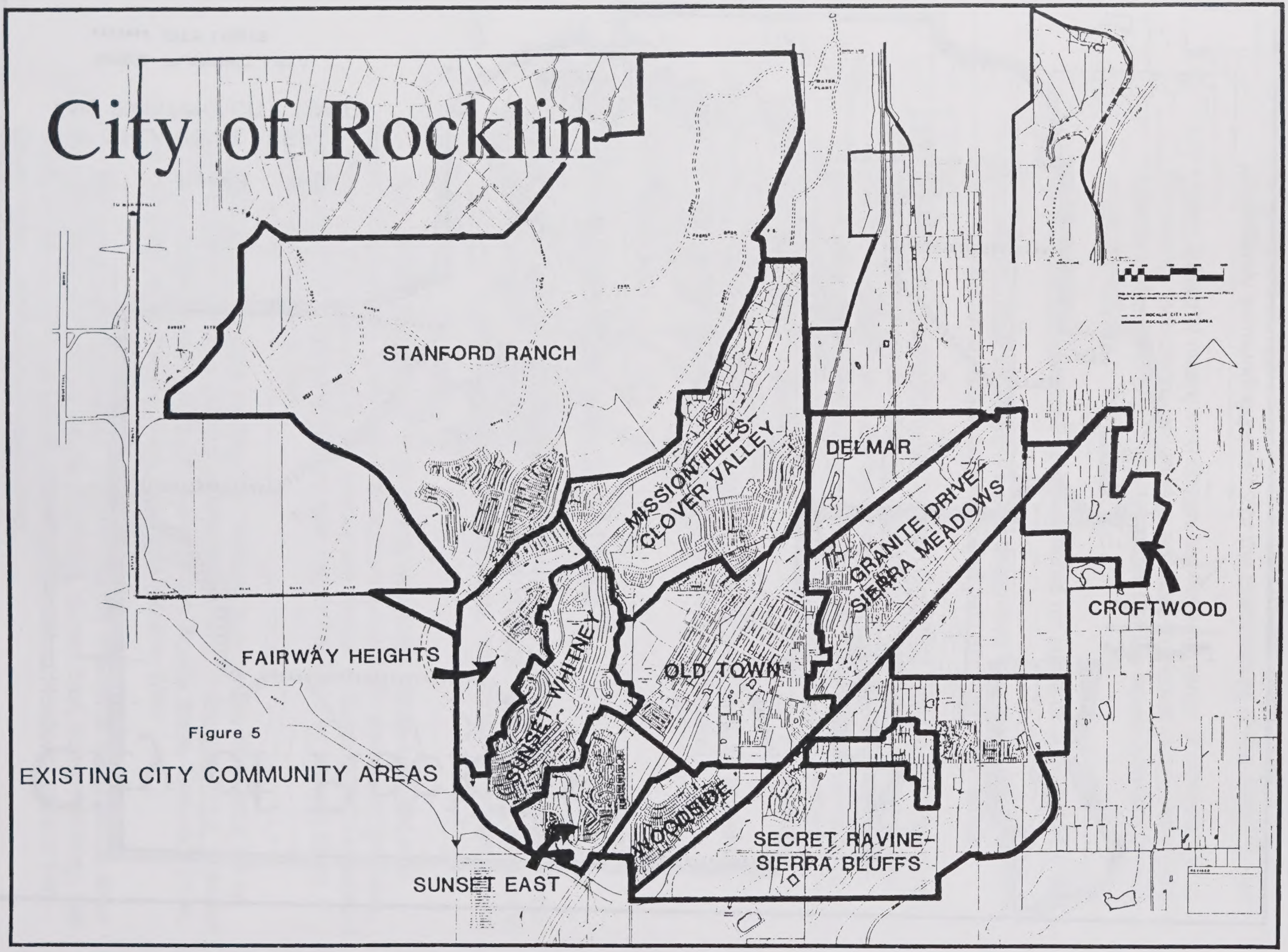


Figure 5

EXISTING CITY COMMUNITY AREAS

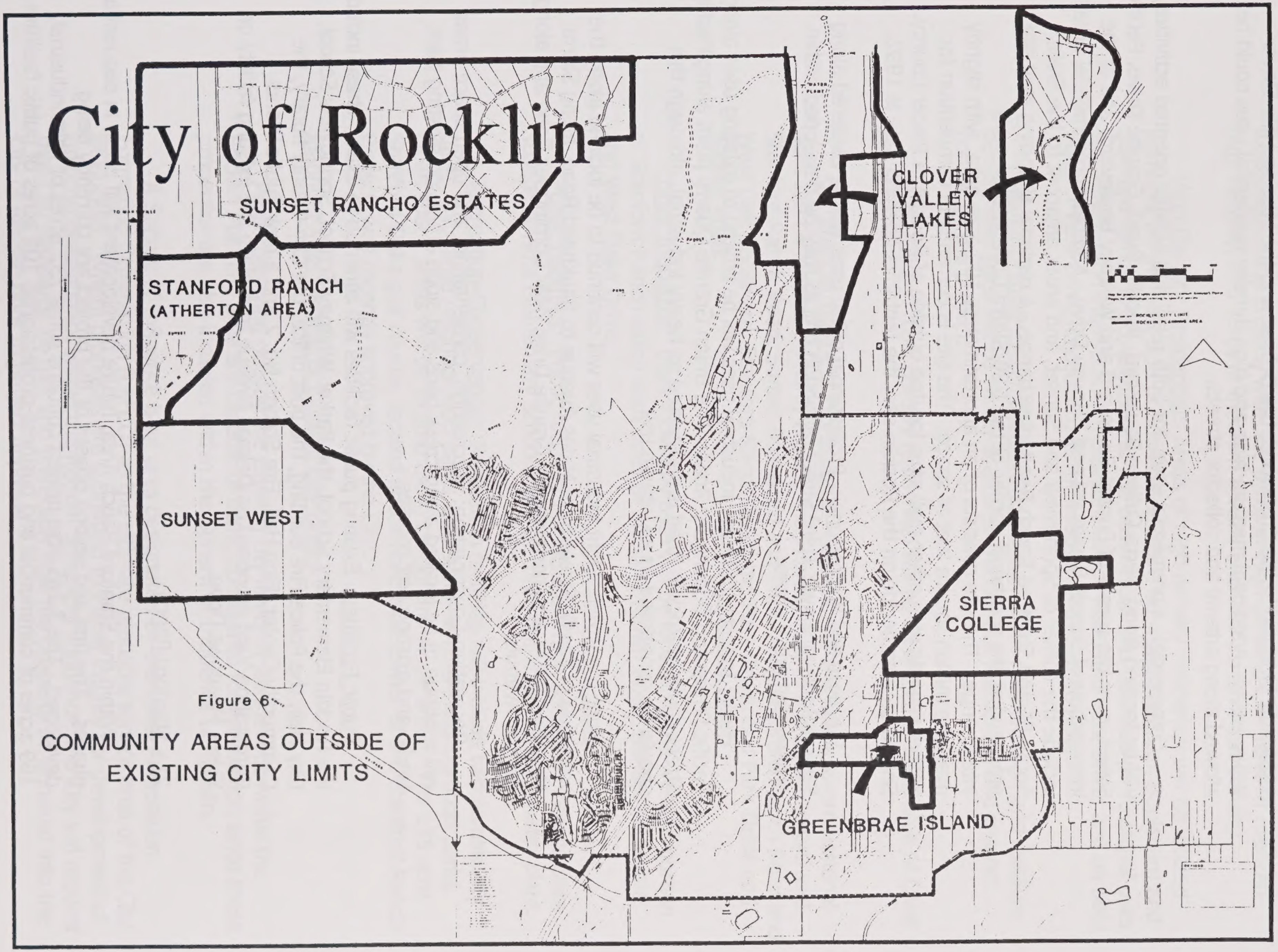


Figure 6

COMMUNITY AREAS OUTSIDE OF EXISTING CITY LIMITS

Low density Residential: Low density residential uses will be the main residential land use in the Croftwood, the Delmar and the Mission Hills-Clover Valley areas. Additional medium-high and high density residential uses could be allowed along arterial and collector streets.

Commercial: Commercial uses, for both retail and service oriented activities, will be located along Sierra College Boulevard, Rocklin Road, Granite Drive, Pacific Street, near the corner of Sunset Boulevard and Whitney Boulevard, and at the intersection of Sunset Boulevard and Fairway Drive. Additional commercial areas include the corner of Springview and Sunset, and areas adjacent to the State Route 65 and Stanford Ranch Road interchange. A regional shopping mall site is proposed at the southeast corner of the I-80/Sierra College Boulevard interchange. The site consists of an approximately 100-acre area, with slightly over one million square feet of space. The site is currently in competition for anchor tenants with other mall sites located outside of Rocklin in Placer County. Should tenants decide on the Rocklin site, the tentative opening date is 1992.

Business and Professional: Professional office uses will be centered along Sunset Boulevard near Third Street, although offices may be developed within other commercial areas.

Heavy Industrial: Heavy industrial uses will be limited to existing uses along Pacific Street and Dominguez Road. The Union Granite Quarry plant along Pacific Street south of Rocklin Road is designated as heavy industrial, although this should be considered as an interim use.

Light Industrial: Light industrial uses will continue to be located along the west side of Pacific Street from Midas Avenue to Bankhead Road, along Sierra Meadows Drive, and northwest of Granite Drive near Dominguez Road and along Delmar Avenue.

Recreation-Conservation: Recreation, conservation, and open space areas will continue to be located along creek beds and slope areas, on existing park lands, and existing golf courses.

Public Facilities: Existing public facilities will continue to exist. These include the Rocklin Elementary School, the Parker Whitney School, Springview School, City Hall, the Police-Fire building, the post office, the City-County library, the Community Center, Finn Hall, Fire Station No. 2 and a new Public Works Corporation Yard proposed on Delmar Avenue to replace the existing facility on Sierra Meadows Drive.

2) Stanford Ranch

Within the Stanford Ranch Area, future development will occur in sequential phases. The first and second phases of the project are currently being developed. The 3,245 acre project contains some 732 acres of light industrial, 169 acres of commercial and business-professional, 104 acres of public facilities, and 644 acres of parks and open space. A total of 1,404 acres of residential land exists within the project, with 169 acres of high density, 147 acres of medium-high density, 795 acres of medium density and 293 acres of low density.

High Density Residential: Areas of high density residential will be located primarily on the east side of Sunset Boulevard between West Oak Boulevard and Stanford Ranch Road, adjacent to the commercial and business-professional uses surrounding the intersection of Stanford Ranch Road and Park Drive, and on both sides of Park Drive adjacent to its intersection with Saddle Road.

Medium High/Medium Density Residential: Both medium-high and medium density land uses will be widely scattered throughout the central and eastern portion of the project.

Low Density: Low density residential will be limited to the east side of Crest Drive.

Commercial/Business Professional: Commercial and business-professional uses will be located primarily around the intersections of Sunset Boulevard and Stanford Ranch Road, Sunset Boulevard and Park Drive, Stanford Ranch Road and West Oak Boulevard, Stanford Ranch Road and Park Drive, and Park Drive and Saddle Road.

Light Industrial: Light industrial uses will be located in the western portion of Stanford Ranch along both sides of Stanford Ranch Road, Sunset Boulevard and West Oaks Drive.

Public Facilities: Public facilities will include a high school, an intermediate school, several elementary schools, two or three fire stations and a water plant.

Recreation-Conservation: Recreation facilities will include two community parks, two large neighborhood parks, and seven smaller neighborhood parks. Open space areas will be located along creeks and slope areas. The 175 acre Stanford Oaks golf course, located at the northeast corner of the Stanford Ranch Project, was recently approved by the City.

c. Planning Area Outside of Existing City Limits

Properties lying outside the existing city limits of Rocklin but within the Rocklin Planning area are capable of being considered for annexation since these properties are also included within the Sphere of Influence of Rocklin.

A Sphere of Influence is an area designated by the Local Annexation Formation Commission (LAFCO) as the ultimate probable service area of the City of Rocklin. Where proposals are submitted to Placer County for development of unincorporated lands within the Rocklin Sphere of Influence, the City will request that City standards be met and preferably that the property be annexed into the City of Rocklin prior to project approval.

The annexation process for properties outside the city limits of Rocklin normally will require that the property owner propose a development plan consistent with the goals and policies of the Rocklin General Plan, along with a request to the City for General Plan (land use) classification and prezoning. LAFCO typically requires that the City have the property general planned and pre-zoned prior to their consideration of any annexation application. The property owner's development plan must address conformity with all elements of the City's General Plan, availability of infrastructure, needed public services and environmental impacts.

1) Sunset Rancho Estates and Sunset West Community Area:

These two areas are preserved for future residential and other urban uses with a planning reserve designation. These areas will be maintained for limited agricultural use until such time as services can be provided for future urban growth. A major infrastructure and service study addressing roads, utilities, and City services should be undertaken prior to development of these areas. Development of the Sunset Rancho Estates area is hindered by multiple ownerships of separate parcels.

2) Clover Valley Lakes:

The Clover Valley Lakes area is largely undeveloped, with a few widely scattered residences existing. Future development in this area is contemplated to be primarily for low density residential use, with a small commercial area being located adjacent to Sierra College Boulevard. A major infrastructure and service study addressing roads, utilities, and City services are needed prior to development of this area.

3) Sierra College:

This area contains the existing Sierra Community College campus as well as some surrounding residential land uses. Future development will include expansion of the existing college, with commercial uses located along both sides of Sierra College Boulevard near its intersection with Interstate 80, medium-density residential along the northeast portion of the area, and open space along Secret Ravine Creek.

4) Stanford Ranch (Atherton Area):

This area will be devoted solely to light industrial land uses, and will include buildout of the existing Atherton Tech Center as well as expansion of the existing Herman Miller facility.

5) Greenbrae Island:

This area will continue to develop as a medium density residential area, with some open space lands adjacent to Secret Ravine Creek. The City will encourage Placer County to require development improvements to be compatible with City standards, should this area be developed in the county prior to annexation.

Table 3 provides a breakdown of land uses for all of the community areas.

## 3. Consistency

Under California law, the General Plan must satisfy two requirements. First, the General Plan must be adequate. That means the General Plan must contain all elements required by state law and address all relevant issues. Second, the plan must be internally consistent. That means the goals, policies, standards, land uses, and implementation measures must be harmonious.

Zoning is generally considered to be the primary tool for implementing the General Plan. Because of this, state law requires that the zoning ordinance be consistent with the General Plan. This means the land uses allowed by the zoning ordinance must be compatible with the goals, policies and land uses specified in the General Plan. To further strengthen the consistency regulation, the State Subdivision Map Act requires that tentative and final subdivision maps cannot be approved unless the design and improvements are found to be consistent with the General Plan. In addition, the Government Code requires that acquisition or disposal of public property (i.e. parks, roads, etc.) and construction of public facilities must be in conformity with the General Plan. In addition, actions taken by the City to implement the General Plan, and actions which are governed by the General Plan, must be consistent with it.

The City will use the following general policies as necessary to maintain consistency.

General Policies

1) Amendments to the Zoning Code, the Subdivisions Code and other implementation measures will be approved only if they are consistent with the General Plan.

2) Upon adoption of the General Plan, or any amendment, the City will amend the Zoning Code, the Subdivision codes and other implementation measures as necessary to maintain consistency.

FIGURE 7

## CONSISTENCY MATRIX

| GENERAL PLAN LAND USE CLASSIFICATION | ZONING CODE 1/ | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | R-2 | R-3 | R1-5 | R1-6 | R1-7.5 | R1-10 | R1-12.5 | R1-15 | RE-20 | RE-30 | RE-1AC | RE-2AC | RA-3 | RA-5 | RA-10 | B-P | H-D | C-1 | C-2 | C-3 | C-4 | C-H | M-1 | M-2 | O-A | PD |
| High Density Residential | | ● | | | | | | | | | | | | | | | | | | | | | | | | ● |
| Med. High Density Residential | ● | ● | | | | | | | | | | | | | | | | | | | | | | | | ● |
| Medium Density Residential | | | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | | | | | ● |
| Low Density Residential | | | | | | | ● | ● | ● | ● | ● | | | | | | | | | | | | | | | ● |
| Rural Residential | | | | | | | | | | | ● | ● | ● | ● | ● | | | | | | | | | | | ● |
| Business-Professional | | | | | | | | | | | | | | | | ● | | ● | | | | | | | | ● |
| Retail Commercial | | | | | | | | | | | | | | | | ● | ● | ● | ● | | ● | ● | | | | ● |
| Service Commercial | | | | | | | | | | | | | | | | | | | ● | ● | ● | ● | | | | ● |
| Light Industrial | | | | | | | | | | | | | | | | | | | | | | | ● | | | ● |
| Heavy Industrial | | | | | | | | | | | | | | | | | | | | | | | | ● | | ● |
| Recreation-Conservation | | | | | | | | | | | | | | | | | | | | | | | | | ● | ● |
| Public & Quasi-Public | | | | | | | | | | | | | | | | | | | | | | | | | ● | ● |
| Urban Reserve | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● | ● |

● Denotes zoning is consistent with General Plan Land Use classification.

1/ See Table 4 for summary of zoning code standards.

3) The general test of consistency will be based on an evaluation of whether or not the implementation measures further the goals and policies of the General Plan.

The consistency of existing City zoning categories with the General Plan land use classifications is illustrated in the following consistency matrix, Figure 7.

## 4. Land Use Standards

State planning law requires that the Land Use Element incorporate standards for population density and building intensity. All development projects are governed by General Plan goals and policies, zoning and building code regulations, as well as other applicable City regulations.

Residential development is more adaptable to an application of population and building standards with minimum lot sizes (zoning) and density ranges (General Plan), than non-residential development. Given the wide variety of uses and activities that are permitted in the non-residential zones, it is more difficult to apply strict development standards to commercial and industrial projects. Building intensity and employment density will vary by activity. The Zoning Code regulates actual building intensity (lot coverage) for specific projects through the application of minimum setbacks, maximum lot coverage, height restrictions, parking and landscaping requirements.

As a general rule, however, building intensities and population densities shown in Table 5 will be used in analyzing community-wide development impacts. Project-specific environmental analysis will be used in determining impacts of individual projects. These standards, therefore, are to be used as a guide on a case-by-case basis for project review. It should be noted that under a PD zoning designation, minimum lot sizes may be reduced when sensitive land constraints exist, or when there are other compensating factors which justify a reduction in lot size.

The City has established as policy that residential land use projects proposed at densities less than the minimum density range allowed by the underlying General Plan land use classification are to be considered inconsistent with the General Plan. For example; a project yielding two dwelling units per acre would be inconsistent in the MDR classification (which allows 4-8 du/ac). A project yielding two dwelling units per acre would therefore only be allowed in the LDR (1-3 du/ac) classification. The reason for this is to maintain an adequate mix of varying housing types and densities, as pre-determined by the City in its land use diagram. This is very important for implementing Housing Element provisions which identify a typical mix of density ranges.

## TABLE 3

### CITY OF ROCKLIN LAND USE SUMMARY

| | Existing City Area | Sunset Rancho Estates | Sunset West | Clover Valley Lakes | Sierra College | Stanford Ranch (Atherton Area) | Greenbrae Island | Total Acres |
|---|---|---|---|---|---|---|---|---|
| **Residential** | | | | | | | | |
| Rural (less than 1 du/acre) | 137 | | | | | | | 137 |
| Low Density (1-3 du/acre) | 1,010 | | | 905 | | | | 1,915 |
| Medium Density (4-8 du/acre) | 3,169 | | | | 51 | | 113 | 3,333 |
| Medium High Density (9-15 du/acre) | 286 | | | | | | | 286 |
| High Density (16-20 du/acre) | 313 | | | | | | | 313 |
| | | | | | | | | 5,984 |
| **Commercial** | | | | | | | | |
| Retail Commercial | 859 | | | 18 | 81 | | | 958 |
| Service Commercial | 52 | | | | | | | 52 |
| Business-Professional | 60 | | | | | | | 60 |
| | | | | | | | | 1,070 |
| **Industrial** | | | | | | | | |
| Light Industrial | 754 | | | | | 240 | | 994 |
| Heavy Industrial | 139 | | | | | | | 139 |
| | | | | | | | | 1,133 |
| **Recreation/Conservation** | 1,442 | | | 63 | 52 | | 17 | 1,574 |
| **Public/Quasi-Public** | 209 | | | | 325 | | | 534 |
| **Planning Reserve** | | 1,700 | 950 | | | | | 2,650 |
| TOTAL ACRES | 8,430 | 1,700 | 950 | 986 | 509 | 240 | 130 | 12,945 |

Note: All acres are gross acres and do not include streets and highways

# TABLE 4

## SUMMARY OF CITY ZONING CODE STANDARDS

| | Duxpexes Triplexes | Multi-Family | Single Family Residential 5,000 sq. feet minimum lots | Single Family Residential 6,000 sq. feet minimum lots | Single Family Residential 7,500 sq. feet minimum lots | Single Family Residential 10,000 sq. feet minimum lots | Single Family Residential 12,500 sq. feet minimum lots | Single Family Residential 15,000 sq. feet minimum lots | Single Family Residential 20,000 sq. feet minimum lots | Single Family Residential 30,000 sq. feet minimum lots | Single Family Residential 1-acre minimum lots | Single Family Residential 2-acre minimum lots |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | R-2 | R-3 | R1-5 | R1-6 | R1-7.5 | R1-10 | R1-12.5 | R1-15 | RE-20 | RE-30 | RE-1 Acre | RE-2 Acres |
| Height | | | | | | | | | | | | |
| Main Building | 30' | 30' | 30' | 30' | 30' | 30' | 30' | 30' | 30' | 30' | 30' | 30' |
| w/Use Permit | -- | 40' | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Accessory Bldg. | 14' | 14' | 14' | 14' | 14' | 14' | 14' | 14' | 14' | 14' | 14' | 14' |
| Barns | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- |
| Lot Area 1/ | | | | | | | | | | | | |
| Interior | 7,000 2/ | 6,000 3/ | 5,000 | 6,000 | 7,500 | 10,000 | 12,500 | 15,000 | 20,000 | 30,000 | 1 acre | 2 acres |
| Corner | 7,000 | 6,500 | 5,000 | 6,500 | 8,000 | 10,000 | 12,500 | 15,000 | 20,000 | 30,000 | 1 acre | 2 acres |
| Lot Coverage | 50% | 60% | 35% | 40% | 35% | 35% | 35% | 35% | 25% | 20% | 20% | 10% |
| Additional w/Use Permit | -- | -- | -- | -- | -- | -- | -- | -- | -- | 5% | 5% | 5% |
| Lot Width | | | | | | | | | | | | |
| Interior | 60' | 60' | 50' | 60' | 75' | 80' | 95' | 95' | 100' | 125' | 150' | 200' |
| Corner | 65' | 65' | 50' | 65' | 80' | 85' | 90' | 110' | 110' | 130' | 150' | 200' |
| Setbacks | | | | | | | | | | | | |
| Front | 25' | 20' | 20' | 25' | 25' | 30' | 30' | 30' | 35' | 35' | 50' | 50' |
| Rear | 20' 4/ | 15' | 20' | 20' | 25' | 25' | 30' | 30' | 30' | 30' | 50' | 50' |
| Interior Side | 5' | 10' | 5' | 5' | 7.5' | 10' | 10' | 10' | 10' | 10' | 20' | 20' |
| Street Side | 10' | 15' | 10' | 10' | 10' | 10' | 10' | 5' | 20' | 20' | 30' | 30' |

1/ Unless otherwise noted, measurements are in square feet. One acre equals 43,650 square feet

2/ Minimum lot area per family unit shall be 3,500 square feet.

3/ Minimum lot area per family unit shall be 3,000 square feet.

4/ At least 1,000 square feet shall remain uncovered on the rear of each lot in the R-2 zone.

## TABLE 4 CONT'D.

| | Rural Agriculture 3-acre minimum lots | Rural Agriculture 5-acre minimum lots | Rural Agriculture 10-acre minimum lots | Business-Professional | Front Street Historic District | Neighborhood Commercial | Retail Business | General Service Commercial | Limited General Retail Service Commercial (Cent.) | Highway Commercial | Light Industrial | Heavy Industrial | Open Area | Planned Development |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | RA-3 | RA-5 | RA-10 | B-P | H-D | C-1 | C-2 | C-3 | C-4 | C-11 | M-1 | M-2 | O-A | P-D |
| **Height** | | | | | | | | | | | | | | |
| Main Building | 30' | 30' | 30' | 30' | 30' | 30' | 30' | 30' | 30' | 30' | 30' | 35' | 35' | Requirements adopted on a case-by-case basis. |
| w/Use Permit | -- | -- | -- | 50' | -- | 50' | 50' | 50' | 50' | 50' | 50' | 50' | -- | |
| Accessory Bldgs. | 14' | 14' | 14' | 14' | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| Barns | 19' | 19' | 19' | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | |
| **Lot Area** | | | | | | | | | | | | | | Requirements adopted on a case-by-case basis. |
| Interior Lots | 3 acres | 5 acres | 10 acres | 9,000 | + | 6,000 | 10,000 | 20,000 | 7,000 | 20,000 | 20,000 | 1 acre | 1 acre | |
| Corner Lots | 3 acres | 5 acres | 10 acres | 10,000 | + | 6,000 | 10,000 | 20,000 | 7,000 | 20,000 | 20,000 | 1 acre | 1 acre | |
| **Lot Coverage** | 10,000 | 10,000 | 10,000 | 60% | + | -- | -- | -- | -- | -- | 50% | 50% | 50% | Requirements adopted on a case-by-case basis |
| Additional w/Use Permit | 500 | 500 | 500 | | | | | | | | | | | |
| **Lot Width** | | | | | | | | | | | | | | |
| Interior | 3-1 depth to width maximum | 3-1 depth to width maximum | 4-1 depth to width maximum | 90' | + | 65' | 100' | 100' | 50' | 100' | 200' | 200' | 200' | Requirements adopted on a case-by-case basis |
| Corner | | | | 100' | + | 65' | 100' | 100' | 50' | 100' | 200' | 200' | 200' | |
| **Setbacks** | | | | | | | | | | | | | | |
| Front (when next to residence) | 50' | 50' | 50' | 20' | + | 5' | 5' | 5' (=to adjoining resid.) | 10' | 10' | 25' | 25' | 20' | Requirements adopted on a case-by-case basis |
| Rear | 50' | 50' | 50' | 15' | + | 10' | 10' | 10' | 10' | 10' | 10' | 10' | 10' | |
| Interior Side | 50' | 50' | 50' | 10' | + | * | * | * | * | 10' | 10' | 5' | 10' | |
| Street Side | 50' | 50' | 50' | 15' | + | 10' | 10' | 10' | 5' | 10' | 10' | 10' | 10' | |

+ Established by conditions on conditional use permit on a case-by-case basis.

* None except when next to residential zone.

TABLE 5

## SUMMARY OF CITY LAND USE STANDARDS

| LAND USE CLASSIFICATION | PURPOSE | CHARACTER | DENSITY 1/ | POPULATION 2/ PER ACRE | COMPATIBLE ZONING |
|---|---|---|---|---|---|
| Rural Residential | A. Provide areas for residential development compatible with the rural character and life style.<br>B. Establish density patterns related equally to the physical and man-made characteristics of the land. | Large lot rural residential areas on parcels ranging from one to ten acres. | Minimum 1 acre lots | Three or less | RA-3 RE-1 ac.<br>RA-5 RE-2 ac.<br>RA-10 PD |
| Low Density Residential | A. Provide areas for single family residential estate sized lots, compatible with a semi-rural setting.<br>B. Establish density patterns which relate to both the physical and man-made characteristics of the land. | Residential estate areas on parcels ranging from 12,500 sq. ft. to one acre. | Minimum lots from 12,500 sq. ft. to 1 acre<br>1-3.4 du/ac | 3-9 | RE-1 ac. R1-12.5<br>RE-20 R1-15<br>RE-30 PD |
| Medium Density Residential | A. Provide areas for single family homes on urban lots, including townhouses and condominiums.<br>B. To allow for accessory uses and non-residential uses which com- single family neighborhoods.<br>C. To discourage non-residential uses which are incompatible with single family neighborhoods. | Areas where single family residential structures do not exceed 2 stories in height or cover more than 40% of the site. | Minimum lots from 5,000 sq. ft. to 12,500 sq. ft.<br>3.5-8.4 du/ac. | 9-21 | R1-5 R1-10<br>R1-6 R1-12.5<br>R1-7.5 PD<br>R1-10 |
| Medium High Density Residential | A. Provide areas for multi-family homes, including duplexes, triplexes, apartments, townhouses and condominiums. | Areas where multi-family residential structures do not exceed 2 stores, in close proximity to commercial and public facilities. | 8.5-15.4 du/ac. | 12-39 | R-2 PD<br>R-3 |
| High Density Residential | A. Provide areas for multi-family homes, conveniently near commercial uses, employment centers, arterial and collector streets and other intensive uses. | Areas of multiple family development in close proximity to commercial and public facilities, arterial and collector streets and other intensive uses. | 15.5-20 du/ac. | 39-50 | R-3<br>PD |

1/ Under a PD zone, minimum lot sizes may be reduced when sensitive land constraints exist, or when there are other compensating factors which justify a reduction in size.

2/ An average population per household of 2.50 has been assumed for General Plan purposes.

# TABLE 5 CONT'D.

| LAND USE CLASSIFICATION | PURPOSE | CHARACTER | DENSITY | COMPATIBLE ZONING |
|---|---|---|---|---|
| Retail Commercial | A. To provide appropriately located areas for retail stores, professional offices, supportive commercial uses and amusement uses in a concentrated area for the convenience of the public and in mutually beneficial relationships to each other.<br>B. To provide areas for retail and service establishments intended to meet daily convenience needs of residential areas.<br>C. To provide areas for highway traveler services and uses normally associated with travelers and vacationers. | Retail trade services that should be grouped for comparison shopping. Easily accessible, compatible and geared for the neighborhood local and regional needs. Also highway commercial uses geared for tourist or highway travel. | Minimum 10,000 sq. ft.<br>Floor area yield = 25% of lot area | C-1<br>C-2<br>C-4<br>C-H<br>H-D<br>B-P<br>PD |
| Service Commercial | A. To provide areas suitable for retail, wholesale, heavy commercial, and service establishments where they will not adversely affect surrounding properties. | Commercial activities in which the function performed is of equal or greater importance than the product traded, or which, due to space requirements or the distinctive nature of the operation, are not compatible with or usually located in retail commercial areas. | Minimum 6,000 sq. ft.<br>Floor area yield = 25% of lot area | C-2<br>C-3<br>C-4<br>C-H<br>PD |
| Business-Professional | A. To provide for the concentration of professional office development for their mutual benefit and convenience, as well as public convenience. | Professional office development. Compatible commercial and quasi- public uses can be concentrated for public convenience and mutual benefit. | Minimum 6,000 sq. ft.<br>Floor area yield = 25% of lot area | B-P<br>C-1<br>PD |
| Light Industrial | A. To provide areas for the concentration of light industrial uses as supportive uses to heavy industrial areas.<br>B. To protect adjacent land uses from harmful influences, and to prevent the intrusion of incompatible uses into industrial areas. | Areas of restricted, non-intensive manufacturing and storage facilities which do not have significant detrimental effects upon immediately surrounding properties or the general environment of the planning area. | 1 acre-6,000 sq. ft.<br>Floor area yield = 50% of lot area | M-1<br>PD |
| Heavy Industrial | A. To provide areas to concentrate large scale industrial and manufacturing uses to enable efficient use of transportation, circulation and energy facilities.<br>B. To protect adjacent land uses from harmful influences and to prevent the intrusion of incompatible land uses into industrial areas. | Areas designated for full range of manufacturing, processing, fabrication and storage activities which do not create nuisances that extend beyond the boundaries of the heavy industrial area in which the industry is located. | Minimum 1 acre<br>Floor area yield = 50% of lot area | M-2<br>PD |

## TABLE 5 CONT'D

| LAND USE CLASSIFICATION | PURPOSE | CHARACTER | DENSITY | COMPATIBLE ZONING |
|---|---|---|---|---|
| Recreation-Conservation | A. To provide land to be used for active and passive recreation.<br>B. To designate land to be preserved for future recreational use.<br>C. To protect land having important environmental and ecological qualities. | Areas of existing or future recreational use primarily related to outdoor facilities; areas of important environmental or ecological qualities. | Minimum 1 acre | O-A<br>PD |
| Public Quasi-Public | A. To identify existing land and structures committed to public agency uses.<br>B. To provide areas for development of future public facilities to meet public needs. | Public facilities of a neighborhood, community or regional nature. | Not applicable | O-A<br>PD |
| Urban Reserve | A. To designate land for limited agricultural use with an expected future use other than agriculture. | Not applicable | Not applicable | All zones once designated. |

## 5. Land Use Goal and Policies

**GOAL FOR RESIDENTIAL LAND USE:** To designate, protect, and provide land to ensure sufficient residential development to meet community needs.

Policies for Existing Residential Land Use

1. To protect existing residential areas from the intrusion of incompatible land uses.

2. To preserve and enhance the quality of existing residential areas by continuing to provide high-quality public services, by rehabilitating useful structures and by removing substandard units.

3. To continue programs for the prevention of blight, considering all public and private resources available, including: enforcement of all codes, neighborhood rehabilitation programs, and redevelopment agency actions.

4. To encourage active involvement by individuals and citizen organizations in maintaining and upgrading existing residential neighborhoods.

5. To encourage preservation and adaptive reuse of significant historic structures and sites.

Policies for New Residential Land Use

6. To provide a variety of residential land use designations that will meet the future needs of the City.

7. To require that new development in or near existing residential areas be compatible with those existing neighborhoods.

8. To coordinate planning in areas contiguous to neighboring jurisdictions in order to ensure compatible land uses.

9. To promote flexibility and innovation in residential land use through the use of planned unit developments, developer agreements, specific plans, mixed use projects, and other innovative development and planning techniques.

10. To designate residential land according to the following scale:

| | Dwelling Units Per Acre |
|---|---|
| Rural | Less than 1 |
| Low density | 1-3 |
| Medium density | 4-8 |
| Medium high density | 9-15 |
| High density | 6-20 |

(Units to be rounded to nearest whole number. Land use projects that develop less than or more than the designated residential land use ranges shall be considered inconsistent with the General Plan.)

11. To discourage leap-frog or premature development in areas not contiguous to existing developed and serviced areas of the City.

12. To encourage the use of the "village concept" in new projects of 500 acres or more in size, in order to encourage higher density core areas and encourage alternatives to the use of the automobile for short trips.

13. To establish residential design standards, especially for hillside and other unique areas.

14. To encourage medium-high and high density residential areas near major arterial and collector streets

15. To maintain development standards unique to Old Town Rocklin that encourage residential development on small lots.

16. To encourage the design of neighborhoods that interconnect streets and pedestrian pathways for vehicle and pedestrian use to provide for social interaction and the efficient movement of service and emergency vehicles.

NOTE: IN ADDITION TO THE ABOVE GOAL AND POLICIES, THE HOUSING ELEMENT CONTAINS HOUSING GOALS, POLICIES AND ACTIONS TO ASSURE A VARIETY OF HOUSING TYPES, PROVIDE FOR STRUCTURALLY SOUND HOUSING, ENCOURAGE THE PRESERVATION OF EXISTING HOUSING AND THE CONSTRUCTION OF NEW HOUSING TO MEET THE NEEDS OF ALL INCOME GROUPS, AND ENSURE THAT HOUSING OPPORTUNITIES ARE OPEN TO ALL PEOPLE. THE GOALS, POLICIES AND ACTIONS SECTION OF THE HOUSING ELEMENT IS REPRODUCED AS APPENDIX A TO THIS PLAN.

**GOAL FOR COMMERCIAL LAND USE:** To retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future City needs.

Policies

17. To promote and renew as needed, the Pacific Street, Rocklin Road, Sunset Boulevard, and Granite Drive business districts in order to provide diversified business opportunities.

18. To approve designation of sufficient commercial land to meet the future needs of the City.

19. To ensure that adequate parking and access are included in approved commercial development plans.

20. To avoid "strip commercial" land uses in newly developing areas by encouraging the "village concept" of grouping commercial land use in village core areas.

21. To minimize conflicts between new commercial land uses and other land uses, especially residential, park, and recreational uses.

22. To require that commercial land uses be buffered from incompatible land uses and protected from encroachment by residential or other incompatible uses through the use of techniques including, but not limited to, landscaping, soundwalls, berms, fencing, open space setbacks, greenbelts, and building orientation.

23. To promote flexibility and innovation in commercial land use through the use of planned unit developments, developer agreements, specific plans and other innovative development and planning techniques.

24. To maintain development standards and develop new standards, including off-site parking provisions, unique to the central commercial area of Rocklin along Pacific Street from Midas to Farron Streets.

25. To encourage use of the Rocklin Downtown Revitalization Plan and Design Guidelines when considering projects in the area generally abutting Rocklin Road and Pacific Street from Midas Avenue to Farron Street.

26. To encourage private use of the railroad right-of-way, unless otherwise needed for public purposes, in accordance with the Rocklin Downtown Revitalization Plan and Redevelopment Agency.

27. To encourage the development of the Historical District of Rocklin along Front Street between Rocklin Road and Farron Streets.

28. To encourage mixed commercial and residential land uses within the Historical District of Rocklin.

29. To encourage the development of a Regional Mall and other regional shopping facilities, within the City of Rocklin.

**GOAL FOR INDUSTRIAL LAND USE:** To designate sufficient land for existing and new industrial uses that is compatible with the existing community.

Policies

30. To promote and renew, as needed, the industrial areas along Delmar Avenue, Dominguez Road, Anthony Court and Pacific Street in order to provide for diversified industrial business opportunities.

31. To require that industrial land uses be buffered from incompatible land uses and protected from encroachment by residential or other incompatible land uses through the use of techniques including, but not limited to, landscaping, soundwalls, berms, fencing, open space setbacks, greenbelts, and building orientation.

32. To encourage industrial land uses that do not harm the environment or pose danger to City residents.

33. To designate land for industrial uses sufficient to meet future City needs, but limited to uses that will not negatively impact existing or future neighborhoods.

34. To promote flexibility and innovation in industrial land use through the use of planned unit developments, developer agreements, specific plans and other innovative development and planning techniques.

**GOAL FOR LAND OUTSIDE THE CITY LIMITS:** To retain rural designations for land outside the city limits but within the planning area, until annexed to the City.

Policies

35. To urge Placer County to maintain low density rural land use designations and large parcel zoning in areas outside the City.

36. To discourage residential, commercial, or industrial development at urban densities or intensities in this area unless public services can be provided and annexation is accomplished.

37. To promote commercial and industrial development within the city limits as more efficient, economical, and desirable than development outside the city limits.

38. To oppose land uses proposed in areas outside the city limits that would be incompatible with existing or planned land uses within the City.

39. To require, when deemed necessary by the City, an evaluation of needed infrastructure and a plan for the implementation of those needed improvements prior to annexation.

40. To coordinate with Placer County for the annexation of unincorporated developed areas that lie within the City of Rocklin's planning area.

**GOAL FOR LAND USE CONSISTENCY:** To ensure that the legal requirements for General Plan consistency are fulfilled.

Policies

41. To amend the zoning code and other land use regulations as needed to make them consistent with the General Plan.

42. To approve amendments to the zoning code and other land use regulations only if the changes are consistent with the General Plan.

43. To base the evaluation of implementation measures and actions for consistency with the General Plan on whether or not the measures and actions further the goals and policies of the General Plan.

**GOAL FOR LAND USE COORDINATION:** To ensure that land use decisions by the cities and county in south Placer are coordinated.

Policies

44. To continue to participate in the activities of regional entities, such as the South Placer Policy Committee (SPPC), the Sacramento Area Council of Governments (SACOG), the Placer County Flood Control and Water Conservation District, and the landfill authority.

45. To consider the effects of land use proposals and decisions on the South Placer area and to consider the efforts to maintain a jobs-housing balance.

## B. OPEN SPACE, CONSERVATION AND RECREATION ELEMENT

The Open Space, Conservation and Recreation Element provides a description of the lands and waters that are unimproved and are to be devoted to natural uses through General Plan land use designation; and a description of existing and planned recreation sites and facilities.

### 1. Description Of Existing Conditions

The planning area consists of urban, agricultural (grazing) and riparian habitat areas. It is located in gently rolling foothills and is partially covered with native oaks and grasslands. Vegetation is concentrated along streambeds and channels, which provides natural habitat for wildlife and fish, and along hillsides.

#### a. Major Water Courses

Antelope Creek, Secret Ravine Creek and Sucker Creek are perennial streams which provide riparian habitat areas for a variety of animals. Both Antelope and Secret Ravine creeks are known to be salmon spawning areas, and are closed to fishing by the state during spawning season. Pleasant Grove Creek and Clover Valley Creek are also significant streams. A number of ephemeral streams exist during the rainy season, providing drainage for undeveloped areas.

#### b. Plant Communities

The majority of the nonurbanized portion of the planning area is characterized as valley grassland. The dominant plants are all introduced species which have largely replaced native species due to intentional and unintentional introduction, changes in grazing pressures and fire abatement practices. Vernal pools form in some areas during the rainy season in shallow hardpan depressions, and a variety of distinctive plant species flourish along the margins of these pools as water recedes in the spring. A number of brackish, alkaline springs, known as salt seeps, also exist within the grassland areas. The typical grassland species are replaced in these salty areas by distinctive salty meadow vegetation.

Areas of oak savannah habitat and foothill woodlands also exist in portions of the planning area. Scattered blue oak, valley oak and live oak species are the dominant trees in the oak savannah areas, being underlain by grasslands. Foothill woodlands exist along the slopes of lava ridges, the dominant trees being blue oaks in association with digger pines and having an understory of toyon and California buckeye. Small seeps and springs within steep ravines provide adequate moisture to support cottonwood trees, coffeeberry and thick tussocks of deergrass.

Riparian vegetation exists along streams, drainage swales and adjacent to ponds and marshy areas. Typical vegetation in these areas include cottonwood trees, alder trees, blackberry bushes, cattails, sedges and willow trees.

The urbanized portions of the City contain various common species of mature trees, shrubs and herbaceous vegetation. The habitat value of these areas has been altered by the development of roadways, residential and commercial structures, and other urban facilities.

c. Wildlife

The nonurbanized portions of the planning area support a variety of wildlife. Common wildlife species utilizing the grassland community for habitat or forage include mammals such as the ground squirrel, pocket gopher, deer mouse, and black tailed jackrabbit. Birds common to this habitat include California quail, ring necked pheasant, mourning dove, common crow, lark, and sparrow. Reptiles and amphibians include the California newt, skunk, Pacific gopher snake, and alligator lizard. Vernal pools occurring within the grassland habitat support a fauna of specially adapted invertebrates, amphibians and insect life when filled with water. Many of these species have developed short life cycles to coincide with the seasonal existence of the vernal pools.

The trees, shrubs and grass of the oak savannah and woodland habitats provide forage and cover for mule deer, jackrabbits, striped skunks, raccoons, and many kinds of rodents. Birds nesting or feeding in these areas include magpies, turkeys, scrub jays, quail, woodpeckers, and great blue herons. Predators such as the red tailed hawk utilize the trees as observation posts. A variety of lizards, toads, and snakes also inhabit the oak woodlands.

Typical wildlife species within the riparian corridors include opossum, bats, raccoons, muskrats, weasels, badgers, skunk, and beaver. Birds found include great blue herons, red tailed hawk, sparrow hawk, woodpeckers, sparrows, and mourning dove.

Freshwater areas comprised of intermittent streams, ponds, and drainage swales often serve as stopover and feeding stations for migratory waterfowl, including ducks and geese. Mammals utilizing these areas include bats, raccoon, and muskrat. Reptiles and amphibians such as salamanders, newts, toads and frogs typically inhabit these freshwater areas.

Unique species which have been observed in the Rocklin area include the Cooper's hawk, the black-shouldered kite, and chinook salmon. The valley elderberry longhorn beetle is also expected to live in those portions of the planning area where elderberry bushes exist.

Within the urbanized portions of the City, urban development has removed much of the natural habit. Wildlife occurring in this area include those species of rodents, reptiles, amphibians and birds which have adapted to the urban environment.

### d. Cultural Resources

Throughout the planning area, especially along waterways, there is evidence of the prehistoric existence of native American Indians who inhabited the area. This evidence consists primarily of bedrock mortar holes on various granite grinding rocks, as well as some midden areas consisting of debris piles from campsite activities. Historic cultural structures still in use include Finn Hall, the Barundoni Building, St. Mary's Church, and the Old Rocklin City Hall. Other areas of historic interest include the Brigham and Hawes Pacific Granite Company quarry, Copp's quarry, the Central Pacific Railroad line, the Old Railroad Roundhouse site, various stone bridges along several waterways, and Chinese rock walls. The area along Front Street between Farron Street and Rocklin Road has been designated by the City as having historical significance.

Cemeteries are valuable open space areas as they are basically open in character, are relatively permanent, and are of historical interest. The Rocklin Cemetery consists of 17 acres. Because of their multiple uses for open space, the cemeteries, and any future cemeteries, are zoned open space, thus preserving them as an area of historical interest.

### e. Productive Resources

Productive resources within the planning area include granite and gravel extraction. One granite quarry, located south of City Hall, is currently in operation. This quarry, begun in the 1870s, has an almost unlimited life as granite exists in vast quantities. A gravel extraction operation existed within the Stanford Ranch area, but has been discontinued.

The State Geologist has not classified any mineral areas as existing within the planning area. Placer County has, however, designated a portion of the Sunset West community area located west of Sunset Boulevard and north of the Roseville city limits as a mineral resource area. An aggregate extraction facility is currently operating within this area under a Placer County use permit.

Due to the fact that the Rocklin area is both underlain by a granite bedrock formation and generally covered by volcanic mudflows, it is not an aquifer recharge area. The bedrock and mudflow materials provide an effective barrier to the movement of surface water to lower strata. There are no known oil or gas deposits in the area, and none are expected, due to the underlying granite bedrock formation. Due to poor soils, as discussed below, no prime agricultural lands exist.

### f. Soils

Soils within the Rocklin Planning area are of mixed quality, with poor quality soils predominating. No areas of prime soils exist. The only commercial agricultural use existing, with the exception of livestock grazing, is located at the southeast corner of Greenbrae and Foothill Roads, and consists of a fruit orchard. The soils within the planning area are predominantly of the Exchequer-Inks unit. Soils found in this unit are undulating to steep, well drained and somewhat excessively drained soils that are shallow and found over volcanic rocks. Soils of both the Andregg-Caperton-Sierra and Cometa-Ramona units are also common to the Rocklin area. Andregg-Caperton-Sierra soils are undulating to steep, well drained and somewhat excessively drained soils that are deep to shallow over granite rock. Cometa-Ramona soils are undulating, deep and very deep, well drained soils found on terraces.

Agricultural suitability of Rocklin area soils under the Storie Index Rating range from grade 2 to grade 5, with grades 3 and 5 predominating. Soils of grade 2 are good for most crops, but they have minor limitations that narrow the choice of crops and have few special management needs. Grade 3 soils are only fairly well-suited for crops, and have some limitations that require special management. Grade 5 soils are very poorly suited for cultivated crops, but can be used for pasture or range.

## 2. Existing Recreational Facilities and Standards

### a. Existing Improved Facilities

#### 1) Community Parks

Johnson-Springview Park (47.1 acres) facilities include: Community Center, Rocklin Branch of the Placer County Library, picnic shelters, lighted tennis courts, basketball court, sand volleyball court, soccer field, 3rd Street Recreation Center, lighted softball fields, 90-foot baseball diamond, four little league fields (one lighted), playground, frisbee disc golf, restrooms, horseshoes, fitness courses and associated parking areas.

#### 2) Neighborhood Parks

- Clover Valley Park (3.7 acres)
- Pebble Creek Park (5 acres)
- Sierra Meadows Park (4.8 acres)
- Sunset East Park (15 acres)
- Woodside Park (5 acres)

Improvements at these facilities include: picnic areas, walkways, playgrounds, basketball courts, and open turf fields. Although Sunset East Park has land area the size of a community park, it is considered a neighborhood park. Active area is limited due to heavy vegetation and the existence of floodplain area.

#### 3) Mini Parks

- Quarry Park (.9 acres)
- Old Timers Park (.1 acre)

Facilities include: picnic areas, horseshoes, small playground, and wading pool (Quarry Park).

b. Existing Unimproved Facilities

1) Community Parks

- West Oaks Park site (17 acres)
- Stanford Ranch Communiyt Park site (30 acres)

2) Neighborhood Parks

- Antelope Creek Park (15 acres)
- Sierra View Park (7 acres)
- Sierra College Fields (4.5 acres)

Although Antelope Creek Park has land area the size of a community park, it is considered a neighborhood park. Active area is limited due to heavy vegetation and the existence of floodplain area.

Existing and future park sites, as well as resource conservation areas, are shown in Figure 8. In addition to existing park facilities, school sites provide additional recreational benefits to the citizens of Rocklin. Existing school sites are illustrated in Figure 22, located in the Public Services and Facilities Element.

c. Park Development Process

The City's subdivision ordinance provides for the collection of park fees and/or parkland dedication for new residential developments at the time that a parcel or subdivision map is processed. The ordinance establishes a park acreage standard for the City of five acres of parkland per thousand persons. This is considered to be five usable acres as determined by the City. Subdivisions of 50 parcels or more are required either to dedicate land for park purposes, to pay a dedication fee in lieu of land, or a combination of both in order to satisfy the development's proportion of the adopted park acreage standard. Subdivisions of 50 parcels or less are required only to pay the equivalent in lieu park fee.

The amount of land or fees required is determined by the City Council at the time of approval of the tentative map. The subdivider must pay the required fees or dedicate land at the time of filing of the final parcel or subdivision map. The park ordinance exempts industrial subdivisions, condominium projects consisting of airspace subdivision in existing apartment buildings, and parcel maps containing less than five parcels not intended for residential purposes.

In addition to the parkland dedication requirement for tentative subdivision maps, the City collects a park and recreation fee from apartment uses permitted as conditional uses. The fees are used to provide and maintain park and recreational facilities to serve the use for which the conditional use permit is granted. The fee is determined at the time of approval of the conditional use permit.

The City has also established a City-wide park maintenance district for the maintenance and improvement of existing parks. This district will also provide maintenance for new parks as they are developed.

For certain large-scale developments, the City has found it necessary to impose additional requirements. Such requirements have included the payment of all parkland fees, installation of park improvements, and special provisions for the operation and maintenance of park facilities.

Other recreational areas include: Sierra College, Parker-Whitney School, Springview School, Rocklin School, and the Sunset-Whitney Country Club. Also available is the Finnish Temperance Hall, known as Finn Hall, the Community Center, and the Third Street Recreation Center, all of which are used for recreational classes, youth group meetings, dances, meetings and private parties.

d. Park Location Guidelines

The following are guidelines for selection of potential new park sites. Each site will have its own merits; however, application of these guidelines will assist in the determination of a potential site's suitability for park use.

1) The site should help preserve valuable natural and historical features, such as oak woodlands, creekways, hilltops, and natural areas.

2) The site should be easily accessible.

3) The site should allow multi-purpose use.

4) Where possible neighborhood parks should be located adjacent to elementary schools, other public open space, or public facilities.

5) Community parks should be located adjacent to junior or senior high schools when possible.

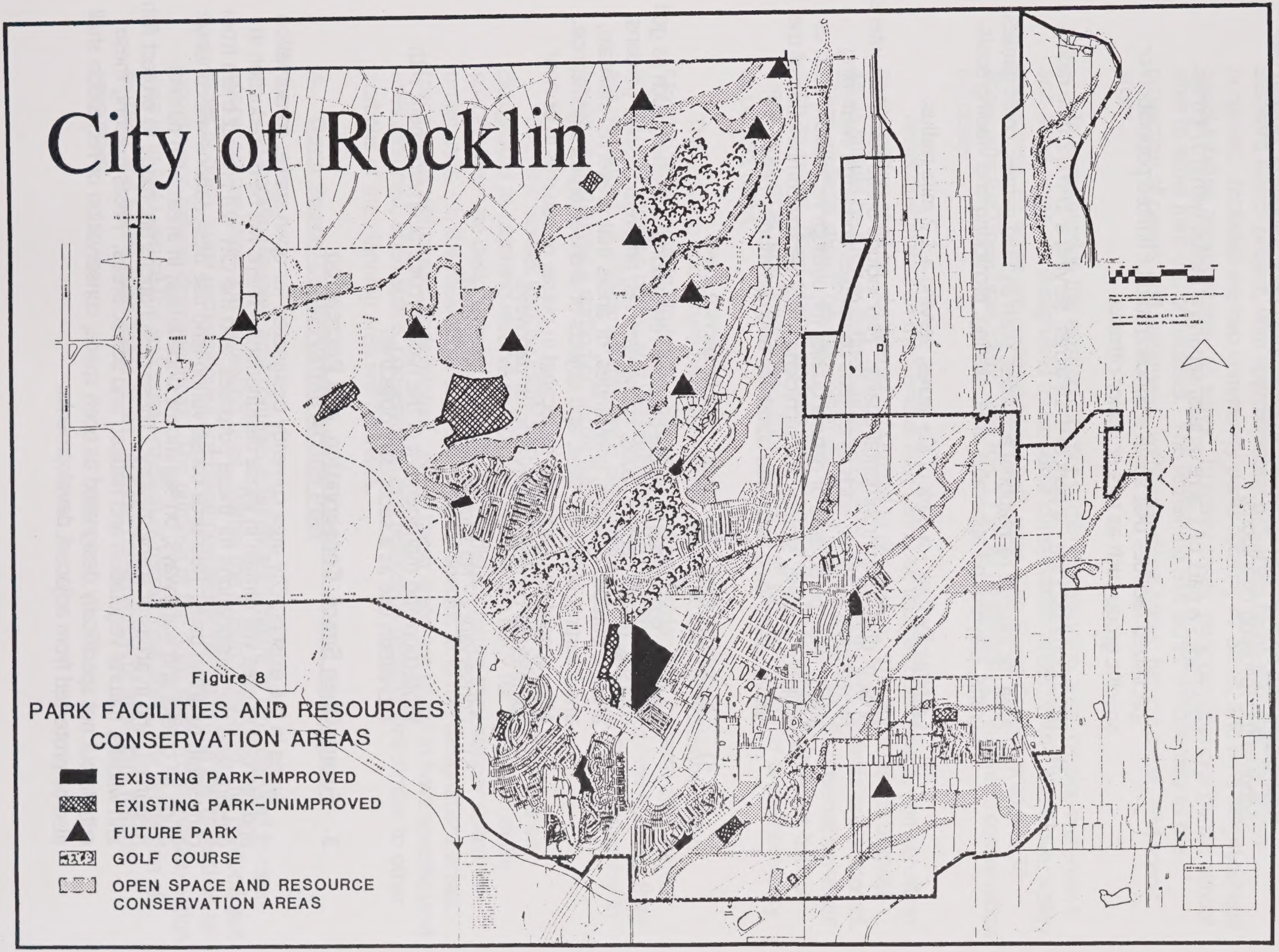


Figure 8

PARK FACILITIES AND RESOURCES CONSERVATION AREAS

e. Park Standards Park standards are intended to establish City requirements for future park and recreational facilities. In developing park standards, Rocklin has adopted the following definitions:

1) Mini-Park - a park of 1 acre or less, serving a radius within 1/4 mile.

   Specialized facilities that serve a concentrated or limited population or specific group such as tots or senior citizens.

2) Neighborhood Park - a park of 1-10 acres, serving a 1/4-1/2 mile radius.

   Area for intense recreational activities, such as field games, court games, crafts, playground apparatus area, skating, picnicking and wading pools.

3) Community Park - a park of l0+ acres, serving a 1-2 mile radius.

   Area of diverse environmental quality. May include areas suited for intense recreational facilities, such as athletic complexes and large swimming pools. May be an area of natural quality for outdoor recreation, such as walking, viewing, sitting, and picnicking. May be any combination of the above, depending upon site suitability and community need.

4) Special Use Park - No specific size or service area.

   Areas for specialized or single-purpose recreational activities, such as golf courses, nature centers, zoos, conservatories, arboreta, display gardens, arenas, outdoor theaters, gun ranges, or areas that preserve, maintain, and interpret buildings, sites, and objects of archaeological significance. Also, special use parks can be located in plazas or squares in or near commercial centers, boulevards, or parkways.

5) Conservancy - No specific size or service area.

   Protection and management of the natural/cultural environment with recreation use as a secondary objective.

## 3. Future Open Space, Conservation, and Recreation

Areas in the existing City area currently designated for open space, conservation and recreation uses will remain in those designations. There will be no reduction in present land use designations for these purposes, and the City will protect them from conversion to urban uses. Resource conservation land use designations will continue along all creeks and waterways, on significant slope areas, in areas with natural resources, and in areas of scenic beauty. These designations are made to protect fish and wildlife, natural vegetation and habitat, and scenic areas. Areas meeting these criteria but not specifically designated as open space, conservation or recreation shall also be protected from adjacent developments.

Open space, conservation and recreation designations exist throughout the Stanford Ranch project, with approximately 675 acres being allocated for these purposes. Included are two community parks totaling 47 acres, and nine neighborhood parks totaling approximately 45 acres. In many cases, park designations border school sites to allow joint use of facilities. The remaining 510 acres are devoted to the protection of creeks and waterways, wetlands, slope areas, habitat areas, and scenic areas.

In areas outside the existing City but within the planning area, creeks, waterways and slope areas are designated as resource conservation areas. Within the Clover Valley Lakes area, 63 acres are designated for such uses. The Sierra College area has 52 acres, and the Greenbrae Island area has 17 acres designated for resource conservation purposes.

Areas designated on the General Plan Land Use map as open space, con-servation or recreation shall be considered conceptual in dimension. The actual limits of these areas should be further defined as actual surveyed development projects are proposed. These projects should be required to show the actual boundaries of conservation areas such as slopes, flood-plains, riparian areas, wetlands, treed areas, significant habitat areas, and other significant topographic features as well as the buffer areas necessary to protect them.

The existing and future bikeway system serving Rocklin is illustrated in the Circulation Element in Figure 10. Bikeways and pedestrian trail systems are located within most existing parks, and will continue to be incorporated into new parks as they are developed. A pedestrian trailway is also planned as part of the Class 1 bikeway to be developed along a portion of Secret Ravine.

Both the Sunset Rancho Estates and the Sunset West community areas are designated as planning reserve to indicate that it is too early for the City to make specific land use designations; however, in the distant future they appear suited for urban uses. In the meantime. until the need for specific land use designations arises, these areas will remain undeveloped. When these areas are ready to have specific land uses assigned, open space, conservation and recreation designations similar to other portions of the planning area will be made.

### 4. Open Space/Conservation Action Plan

The Rocklin planning area contains a significant amount of land devoted to open space, conservation and recreation uses. Within the existing City area, the predominant types of open space recommended are those devoted to parkland and the protection of riparian and natural drainage areas. The purpose of the open space/conservation action plan is to help assure the adequate provision of recreational areas, the protection of existing and future open space areas, and the conservation of important natural resources.

Action Plan for Open Space, Conservation, and Recreation Needs:

1. The City will apply open space designations to all lands located within 50 feet from the edge of the bank of all perennial and intermittent streams and creeks providing natural drainage, and to areas consisting of riparian habitat. The City will designate a buffer area greater than 50 feet for perennial streams when it is determined that such a buffer area is necessary to adequately protect drainage and habitat areas. In designating these areas as open space, the City is preserving natural resources and protecting these areas from development.

2. The City will require a restricted easement recorded over any property that contains areas designated for preservation, including wetlands, vernal pools, and rare, threatened and endangered species habitat. Such easements would restrict the use and type of structures located within them, when such action does not conflict with the permitting requirements of other agencies.

3. The amount and location of any future park land to be developed within the City will be determined by adopted park standards and location guidelines.

4. The City will investigate the availability of, and consider applying for, state and federal grants to be used for the preservation and enhancement of open space, conservation, and recreation areas.

5. The City will discourage the premature and unnecessary conversion of open space land to urban uses by requiring development to be contiguous.

6. The City will provide for the protection of mineral deposits through the adopted Surface Mining Ordinance.

7. The City will continue to meet the needs of five acres of park area per thousand persons residing within the City by any or all of the following: collection of park fees, dedication of parkland, rehabilitation of existing park and recreation facilities, installation of park improvements, and provision for operation and maintenance.

8. The City will continue to collect park user fees for the maintenance of existing park and recreation facilities.

9. The City will continue to include park and recreation improvement and maintenance projects in its capital improvement programming.

10. The City will continue to provide equipment, such as picnic tables, benches, trash cans and drinking fountains in City parks, and will adequately maintain or replace such equipment when necessary.

11. The City will continue its long term revitalization program to beautify and upgrade all City parks.

12. The City will continue to collect a park and recreation fee from new residential land uses to develop parks.

13. The City will continue to require that land newly annexed into the City be annexed into the existing City-wide park maintenance district.

14. The City will protect recreation uses from unplanned urban development.

15. The City will require that an archaeological easement to the City of Rocklin be recorded over all significant archaeological sites to be preserved. Such easements shall provide for scientific and cultural research on the property with City approval.

16. The City will condition projects when unknown archaeological resources are discovered during the course of construction, and will require the developer to stop work immediately around the site and to also notify appropriate federal, state and local agencies.

### 5. Open Space, Conservation and Recreation Goal and Policies

**GOAL:** To designate, protect, and conserve natural resources, open space, and recreation lands in the City; and provide opportunities for recreational activities to meet citizen needs.

Policies

1. To encourage the protection of natural resource areas, scenic areas, hilltops, open space areas and parks from encroachment or destruction by incompatible development through the use of conservation easements, buffers, setbacks or other measures. Developments shall be required to provide usable land areas outside of conservation easements or established natural resource buffers.

2. To encourage the protection of wetlands, vernal pools, and rare, threatened and endangered species of both plants and animals through either avoidance of these resources or implementation of appropriate mitigation measures where avoidance is not feasible, as determined by the City of Rocklin.

3. To encourage the protection of historically significant and geologically unique areas and encourage their preservation.

4. To encourage the protection of oak trees, including heritage oaks, and other significant vegetation from destruction.

5. To encourage energy and water conservation in new developments.

6. To cooperate in a coordinated regional approach to the management of drainage basins and flood plains with regional agencies such as the Placer County Flood Control and Water Conservation District.

7. To provide for recreational and park needs through any or all of the following: collection of park fees, dedication of parkland, rehabilitation of existing park and recreation facilities, installation of park improvements, and provision for operation and maintenance.

8. To require dedication of park land as a condition in the early stages of the development process, including approval of rezonings, where it is necessary to insure consistency with or implementation of the goals and policies contained in the General Plan.

9. To provide park facilities in accordance with adopted park standards and phasing.

10. To provide recreation programs that meet citizen needs, with an emphasis on self-supporting recreational facilities.

11. To support and cooperate with volunteer groups and organizations that provide recreation activities to all citizens, particularly young people and senior citizens.

12. To encourage the location of parks in areas not presently being served.

13. To require new development to annex into the Park Development and Maintenance District.

14. To provide for the ongoing operation and maintenance of parkland through the City's Park Development and Maintenance District.

15. To provide adequate yard areas and building setbacks from creeks, riparian habitat, hilltops, and other natural resources.

16. To encourage developments to incorporate resources such as creeks, steep hillsides, and quarries in private, but restricted, ownership.

17. To consider acquisition and development of small areas along creeks at convenient and safe locations for use by general public.

18. To promote, where appropriate, the joint use of streams for flood control, open space, conservation of natural resources, and limited recreation.

19. To minimize the degradation of water quality through requiring implementation of techniques such as, but not limited to, the prohibition of grading, placement of fill or trash or alteration to vegetation within designated stream setback buffer areas,

and requiring the installation of measures which minimize runoff waters containing pollutants and sediments from entering surface waters. Measures for minimizing pollutants and sediments from entering watercourses may include oil/grit separators, detention basins and flow reduction devices.

20. To consider development projects in terms of their visual qualities and compatibility with surrounding areas, especially those urbanizing areas abutting rural or semi-rural areas.

## C. CIRCULATION ELEMENT

The Circulation Element provides a description of streets and roads, highways, transit services, and other transportation services and facilities within the City and the General Plan study area. The element provides a plan for the transportation and transit services and facilities necessary to serve the development of the City as envisioned in the Land Use Element of the General Plan.

### 1. Description of Existing Conditions

#### a. Streets and Roads

The City of Rocklin is served by Interstate Route 80 and State Route 65. Interstate Route 80 (I-80), which crosses the southeast part of the planning area, provides direct access to Sacramento to the west and Auburn to the east. State Route 65 (SR 65), bordering the western edge of the planning area, connects with I-80 at the southwest portion of Rocklin and runs north to the cities of Lincoln, Marysville and Oroville.

Interstate 80 through the City is a six-lane freeway with interchanges providing access located at Taylor Road, Rocklin Road, and Sierra College boulevard. According to the Caltrans Route Concept and Development Report for Interstate Route 80, the segment of freeway between Roseville and Sierra College Boulevard is currently operating at level of service (LOS) D. (See Figure 9 for definition of levels of service). Without major capacity improvements, traffic in this segment is expected to increase such that the level of service is anticipated to drop to an LOS of F sometime between 1995 and the year 2000.

The portion of State Route 65 from I-80 to just north of the Roseville city limits, also known as the Roseville Bypass, is a four-lane expressway. The segment from north of the Roseville Bypass to the City of Lincoln is a two-lane expressway. State Route 65 services commute traffic to and from industrial park areas, as well as being an important trucking corridor. Level of service for the Roseville By-pass is currently good, and is expected to reach an LOS C by 1995. The segment between the Roseville Bypass and the northern limit of the planning area is currently estimated by Caltrans to be at LOS D, with an LOS F being reached by 1995.

Current average daily trips for selected segments along I-80 and SR 65 are illustrated in Table 6 and Table 7.

## FIGURE 9

| LEVEL OF SERVICE DEFINITIONS | | |
|---|---|---|
| LEVEL OF SERVICE | INTERSECTION | ROADWAY |
| "A" | Uncongested operations, all queues clear in a single-signal cycle. | Free flow vehicles unaffected by other vehicles in the traffic stream. |
| "B" | Unongested operations, all queues clear in a single cycle. | Higher speed range of stable flow. |
| "C" | Light congestion, occasional back-ups on critical approaches | Stable flow. |
| "D" | Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. | Upper end of stable flow conditions. |
| "E" | Severe congestion with some long-standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection (s) upstream of critical approach(es). | Unstable flow at roadway capacity. |
| "F" | Total breakdown, stop-and-go operation. | Stop-and-go traffic. |

## TABLE 6

| AVERAGE DAILY TRIPS FOR INTERSTATE 80 | | |
|---|---|---|
| | AVERAGE DAILY TRIPS | |
| FREEWAY SEGMENT | Peak Month | Annual Average |
| Taylor Road Interchange Junction SR 65 | 78,000 | 71,000 |
| Junction SR 65-Rocklin Road Interchange | 77,000 | 70,000 |
| Rocklin Road Interchange-Sierra College Boulevard Interchange | 75,000 | 67,000 |

Source: 1989 Traffic Volumes on California State Highways, Caltrans

## TABLE 7

| AVERAGE DAILY TRIPS FOR STATE ROUTE 65 | | |
|---|---|---|
| **FREEWAY SEGMENT** | **AVERAGE DAILY TRIPS** | |
| | **Peak Month** | **Annual Average** |
| Junction I-80 - Washington Blvd. | 17,900 | 14,800 |
| Washington Blvd. - Placer Blvd. | 18,600 | 15,600 |
| Placer Blvd. - Moore Blvd. | 17,400 | 14,800 |
| Source: 1989 Traffic Volumes on California State Highways, Caltrans | | |

There are a number of arterials in the planning area, including: Taylor Road-Pacific Street, Rocklin Road, Sunset Boulevard, Sierra College Boulevard, Granite Drive and Stanford Ranch Road. These arterials are intended to carry large volumes of through traffic efficiently.

Collector streets carry traffic from neighborhood residential streets to arterials, but are not designed to carry large volumes of through traffic. Streets identified as collector streets include: Whitney Boulevard, Midas Avenue, Fifth Street, Grove Street, China Garden Road, South Grove Street, Del Mar Road, Springview Drive, Woodside Drive, Sierra Meadows Drive, Argonaut Drive east of Midas, Dominguez Road, Fairway Drive, El Don Drive, Rocklin Road from Pacific Street to Fifth Street, a portion of Sunset Boulevard southeast of Pacific Street, Crest Drive and a portion of Third Street. Rawhide Road which was, at one time, contemplated to be a collector connecting Midas Ave. to Sierra College through the Clover Valley Lakes area, has been recently changed to a minor local street by City Council action. Rawhide Road is designated to only provide emergency access to the Clover Valley Lakes area.

The remainder of the streets are local streets, whose principal function is providing access to property. While moving traffic is a necessary function of local streets, they are not designed for high volume through traffic.

### b. Public Transit

Public transit service in Rocklin is provided by Placer County Transit (PCT). PCT provides weekday service along the I-80 corridor between Roseville and Auburn, and will pick up and drop off passengers within an area extending approximately one mile on either side of the main route. PCT operates between 6:00 am. and 6:00 pm., and makes connections with the Auburn Minibus, Sacramento Regional Transit and Roseville Area Dial-A-Ride.

Greyhound-Trailways Bus Lines provides daily scheduled service between Sacramento and Rocklin. Five buses per day provide service from Sacramento to Rocklin, while seven buses per day provide service from Rocklin to Sacramento. Carpools and vanpools can also be arranged by calling either the Caltrans Rideshare office or Placer County Transit. Two park-and-ride facilities exist within Rocklin. They are located on either side of the I-80 freeway at Sierra College Boulevard. Another park-and-ride facility used by Rocklin residents exists along Taylor Road, and is located just within the Roseville city limits.

### c. Railroads

Southern Pacific Railroad (SPRR) operates a double-tracked parallel mainline through the center of downtown Rocklin along the north side of Taylor Road-Pacific Street. Near the intersection of Railroad Avenue and Pine Street, the parallel main line splits into two separate lines. The line which follows Taylor Road-Pacific Street between the split and the town of Loomis turns into a downhill, or westbound, track. The other line, which follows Sierra College Boulevard north for a way before curving east to rejoin the westbound track at Newcastle, is SPRR's uphill, or eastbound, track.

No passenger service is provided to Rocklin by SPRR; however, an Amtrak passenger station exists in Roseville. Private freight spurs off of SPRR's mainline exist at wood processing plants in the planning area. There are nine railroad crossings in the planning area. Only one crossing, at Sunset Boulevard, is grade separated.

### d. Bicycle Facilities

Bike lane designations currently exist along Granite Drive, Whitney Boulevard, Stanford Ranch Road and a portion of Springview Drive. Bicycle use elsewhere in Rocklin is limited to existing streets without bike lane delineations. The City-adopted bikeway is illustrated in Figure 10. The Placer County Master Bikeway Plan, shown in Figure 11, also incorporates Rocklin into the regional bikeway system. Implementation of the City's bikeway system plan will take place as funds become available, and as road improvements occur.

Bikeways are defined by the State of California Street and Highways Code as follows:

1) Class I Bikeways - Provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. (Also called bike path or trail)

2) Class II Bikeways - Provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. (Also called bike lane)

3) Class III Bikeways - Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists. (Also called bike route)

e. Truck Route System

Rocklin has an adopted truck route system, the purpose of which is to manage truck traffic within the City to minimize congestion and undesirable noise. In addition to I-80 and SR 65, trucks can use Sunset Boulevard, Taylor Road-Pacific Street, Rocklin Road between Taylor Road-Pacific Street and Sierra College Boulevard, and Sierra College Boulevard between Taylor Road-Pacific Street and Rocklin Road. The City's truck route system is illustrated in Figure 12. With the recent completion of the Roseville Bypass portion of State Route 65, the City is currently contemplating eliminating Sunset Boulevard as a truck route between Stanford Ranch Road and Pacific Street.

## 2. Future Circulation and Transit

In order to maintain an efficient quality of traffic service, the City shall continue to encourage Level of Service not to exceed LOS "C", except near access roads to freeway interchanges. In order to monitor the level of service on the street system in Rocklin, new development projects shall evaluate their traffic impacts along with traffic impacts from other approved, and in some cases, pending projects. In cases where the overall traffic impacts could result in worse than LOS "C", approval of development projects can be conditioned on the installation of street improvements as necessary to maintain LOS "C". Project applicants may seek reimbursement of the cost of improvements beyond those required to serve their projects.

Growth and development in the City will significantly impact the existing circulation and transit system. The present system will be unable to handle the growth expected. Major expansion of the circulation and transit system will be required if service levels are to remain as they are. Without these new facilities and services, service levels will deteriorate, possibly to unacceptable levels. The following sections describe the expected long term expansion needs for circulation and transit. Figure 13 depicts the existing and future circulation system.

a. State Highways

1) Interstate Route 80

Interstate Route 80 is a high capacity west to east interstate route connecting major urban centers within and beyond state boundaries. I-80 serves as a major home-to-work commuter routes in the Davis-Sacramento-Auburn area, and is the major connector for Bay Area-Lake Tahoe-Reno recreation traffic. I-80 enters the Rocklin planning area at the point where State Route 65 connects with it, and continues in a northeasterly direction where it exits the plan-planning area at the Brace Road overpass. This segment is a six-lane freeway with four interchanges providing access to and from the Rocklin area.

This segment is currently operating at level of service D. Without major capacity improvements, traffic is expected to increase to 95,000 ADT by 1995, for an LOS F, and the projected ADT by the year 2005 would reach 125,000. The Caltrans District 3 Route Concept and Development Report for Interstate Route 80 (March 1986) proposes that two additional lanes be added to the 3-mile long segment between the Placer County line and the SR 65 Roseville Bypass junction by 1995 to increase capacity.

The Caltrans 1989 Route Development Plan (April 1989) has identified as a capacity improvement the addition of two lanes to I-80 between its intersection with SR 65 and Sierra College Boulevard. While the improvements identified in the Route Development Report do not necessarily represent funded projects, they do identify and prioritize needed improvements to correct future system deficiencies, which will be constructed if and when funding becomes available.

Future Caltrans and City of Rocklin plans also call for the improvement of the interchanges at I-80 and Sierra College Boulevard and at I-80 and Rocklin Road.

2) State Route 65

State Route 65 serves important inter-regional travel between I-80 and State Route 70/99 to the north, as well as serving commute traffic in the South Placer area. SR 65 ties up with I-80 at the southwestern portion of the Rocklin planning area where it is known as the Roseville Bypass. From this point it functions as a four-lane expressway until, just to the north of the Roseville city limits, it turns into a two-lane expressway bordering the western edge of the planning area.

The Roseville Bypass portion of SR 65 is expected by Caltrans to be operating at LOS C by 1995. The Route Concept and Development Report for State Route 65 (July 1986) proposes the addition of two median lanes to provide a six-lane expressway after 1995. Without the additional lanes, LOS would fall to D by 2005.

The segment of SR 65 from the end of the Roseville Bypass to the northern edge of the planning boundary is a two-lane expressway currently operating at LOS D. Growth in this corridor is expected to increase traffic to the highway's capacity by 1995, with a resulting LOS F. The number one priority of Caltrans for this segment is to add two additional lanes, providing a four-lane expressway to keep pace with surrounding levels of growth.

Future plans will call for the need for construction of grade-separated interchanges at SR-65 and Sunset Boulevard, at SR-65 and the Park Drive connection, at SR-65 and Stanford Ranch Road-Harding Boulevard, and at SR-65 and Blue Oaks Boulevard.

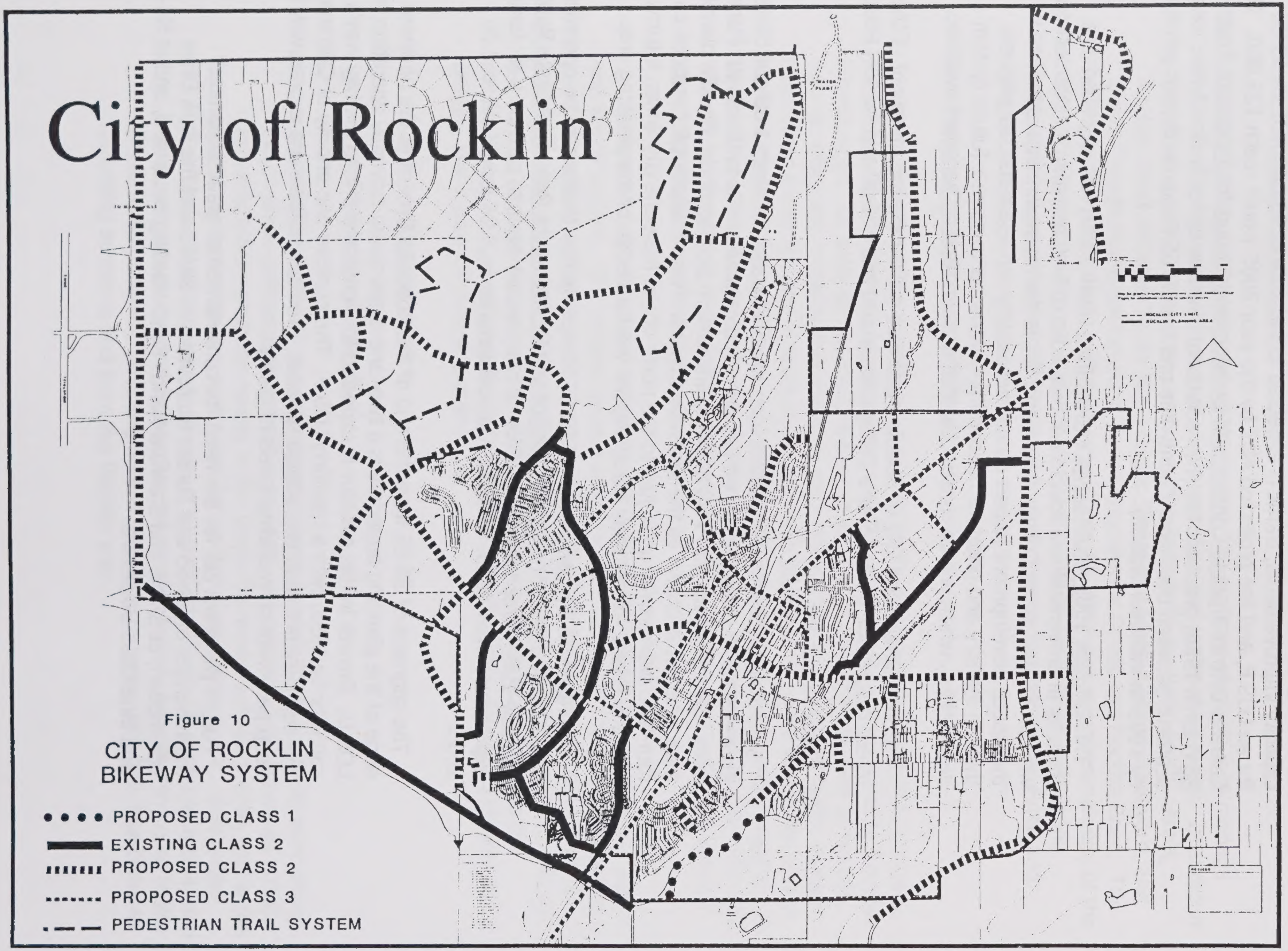
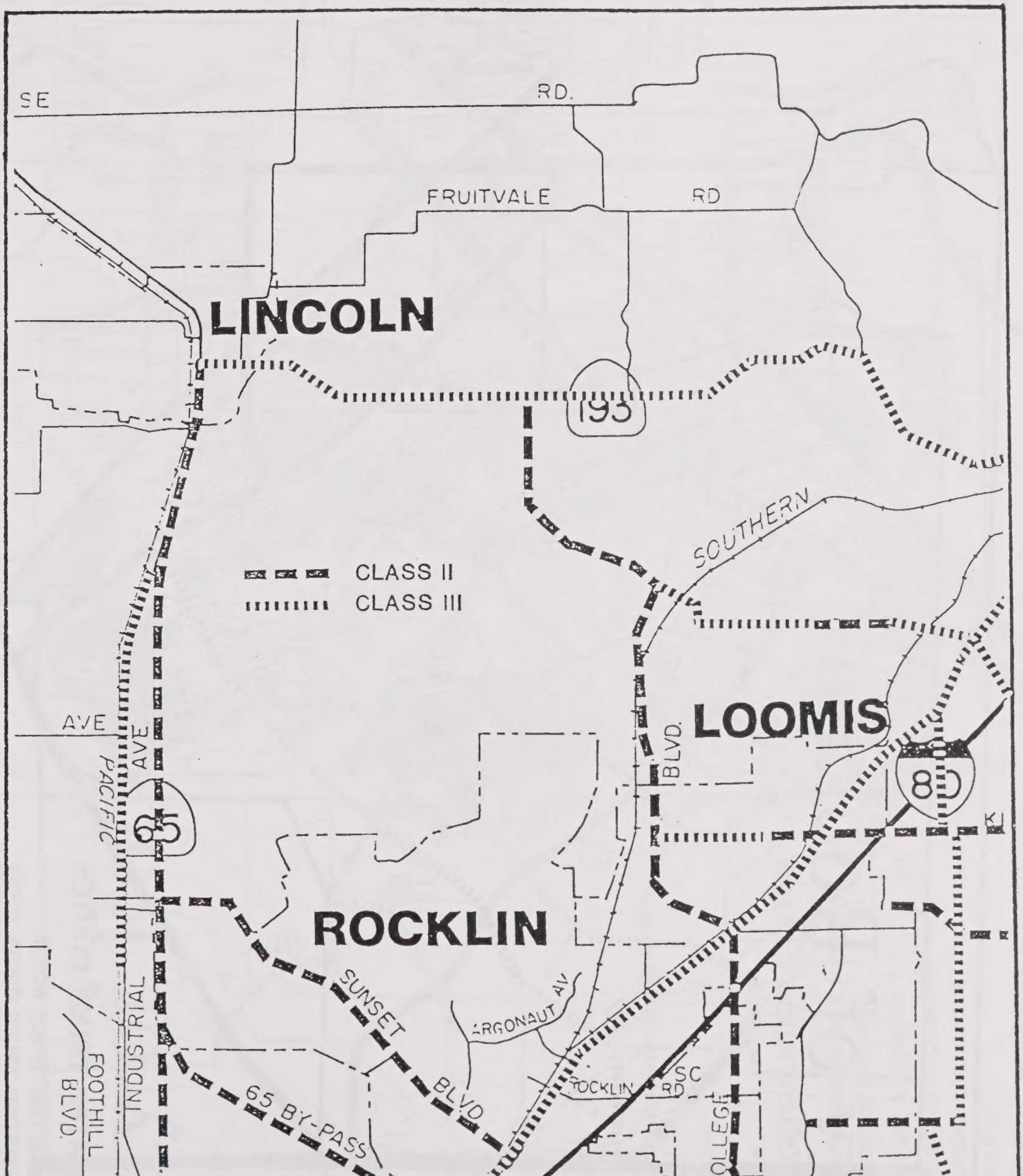


Figure 10

CITY OF ROCKLIN
BIKEWAY SYSTEM

Figure 11

PLACER COUNTY MASTER BIKEWAYS PLAN



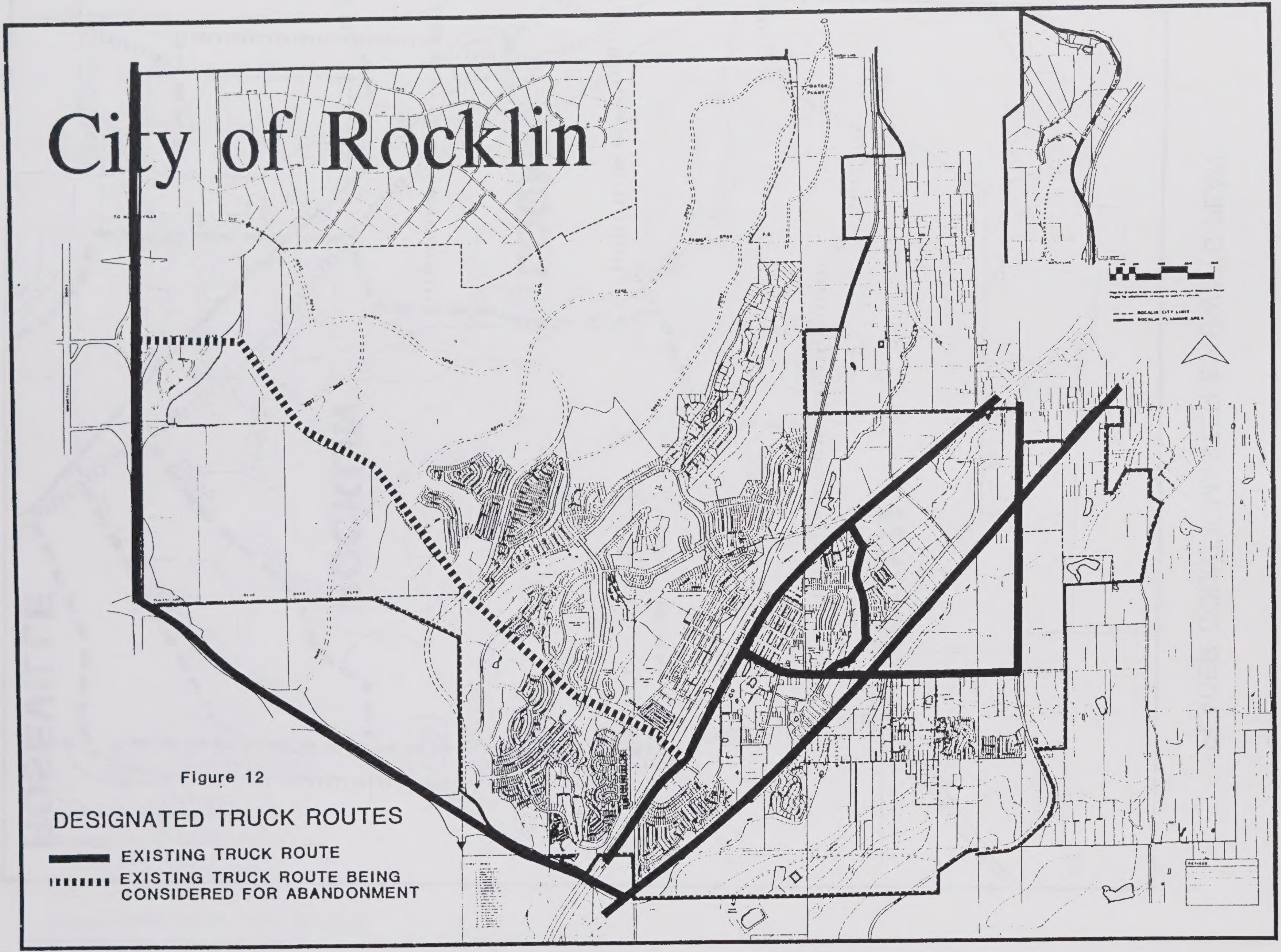


Figure 12

DESIGNATED TRUCK ROUTES

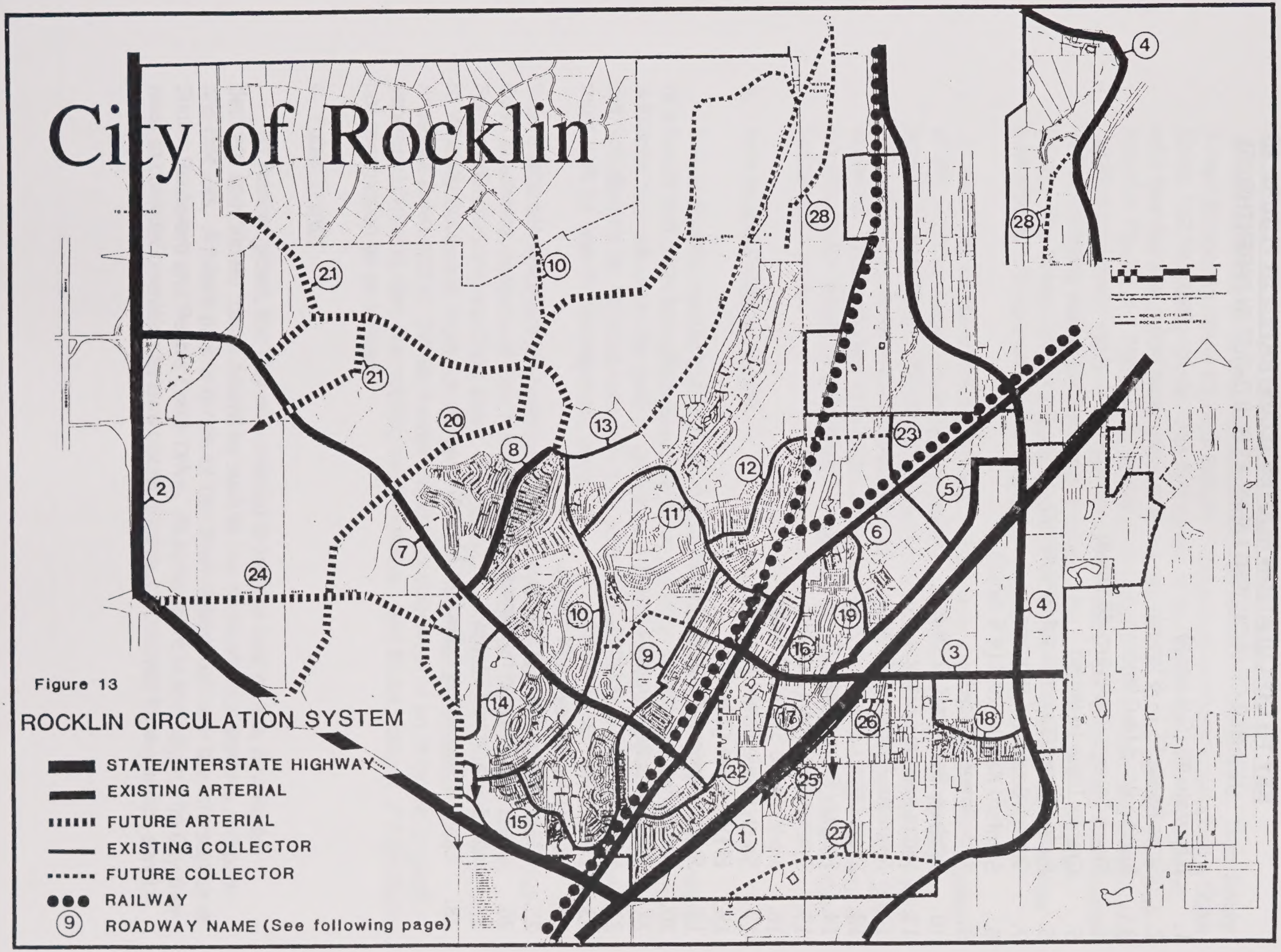


Figure 13

ROCKLIN CIRCULATION SYSTEM

## KEY TO CIRCULATION ROUTES ILLUSTRATED IN FIGURE 13

(NUMBER OF PROPOSED LANES AT BUILD-OUT IN PARENTHESIS)

1. Interstate 80 (6-8 lanes)
2. State Route 65 (4-6 lanes)
3. Rocklin Road (4-6 lanes)
4. Sierra College Boulevard (6 lanes)
5. Granite Drive (4 lanes)
6. Pacific Street/Taylor Road (4-6 lanes)
7. Sunset Boulevard (6 lanes)
8. Stanford Ranch Road (4-6 lanes)
9. Fifth Street (2 lanes)
10. Whitney Boulevard (2 lanes)
11. Midas Avenue (2 lanes)
12. Argonaut Avenue (2 lanes)
13. Crest Drive (2 lanes)
14. Fairway Drive (2 lanes)
15. Springview Drive (2 lanes)
16. North Grove Street (2 lanes)

17 South Grove Street (2 lanes)

18. El Don Drive (2 lanes)
19. Sierra Meadows Drive (2-4 lanes)
20. Park Drive (4-6 lanes)
21. West Oaks Boulevard (4 lanes)
22. Woodside Drive (2 lanes)
23. Delmar Avenue (2 lanes)
24. Blue Oaks Boulevard (4 lanes)
25. China Garden Road (2 lanes)
26. China Garden Road realignment (2 lanes)
27. Alta Sierra Drive (2 lanes)
28. Clover Valley Lakes Collector (2 lanes)

### 3) State Route 102

State Route 102 is an unconstructed route described by the state as "from Route 5 near Elkhorn to Route 80 near Auburn." Caltrans is currently conducting a State Route 102 Feasibility Study. The first phase of the study has been completed, with four feasible 1,000 foot corridors being identified. These corridors are illustrated in Figure 14. The second phase of the study is underway, and consists of a detailed analysis of each of the four selected routes. Depending upon the results of the feasibility study, Caltrans may subsequently prepare a Route Adoption Study. The Route Adoption Study would entail an environmental impact review and adoption of right-of-way for one of the routes being currently studied.

Three of the routes connect I-80 near Auburn with State Route 99. Construction of any of these routes would help to improve conditions along I-80 through Rocklin by diverting traffic off of I-80 before it passes through the planning area. A fourth route connects the Roseville Bypass portion of State Route 65 with State Route 99. If constructed, this route would improve conditions along I-80 west of Rocklin since it would provide Rocklin residents with an alternative route to the Sacramento area.

### b. Arterial and Collector Streets

Future development in the City will require that additions be made to the system of arterials and collectors which presently serve the City. The exact timing of these additions depends upon the pace of growth and development approvals. Likewise, detailed designs for arterials and collectors, intersections, and other configurations must wait for specific development plans.

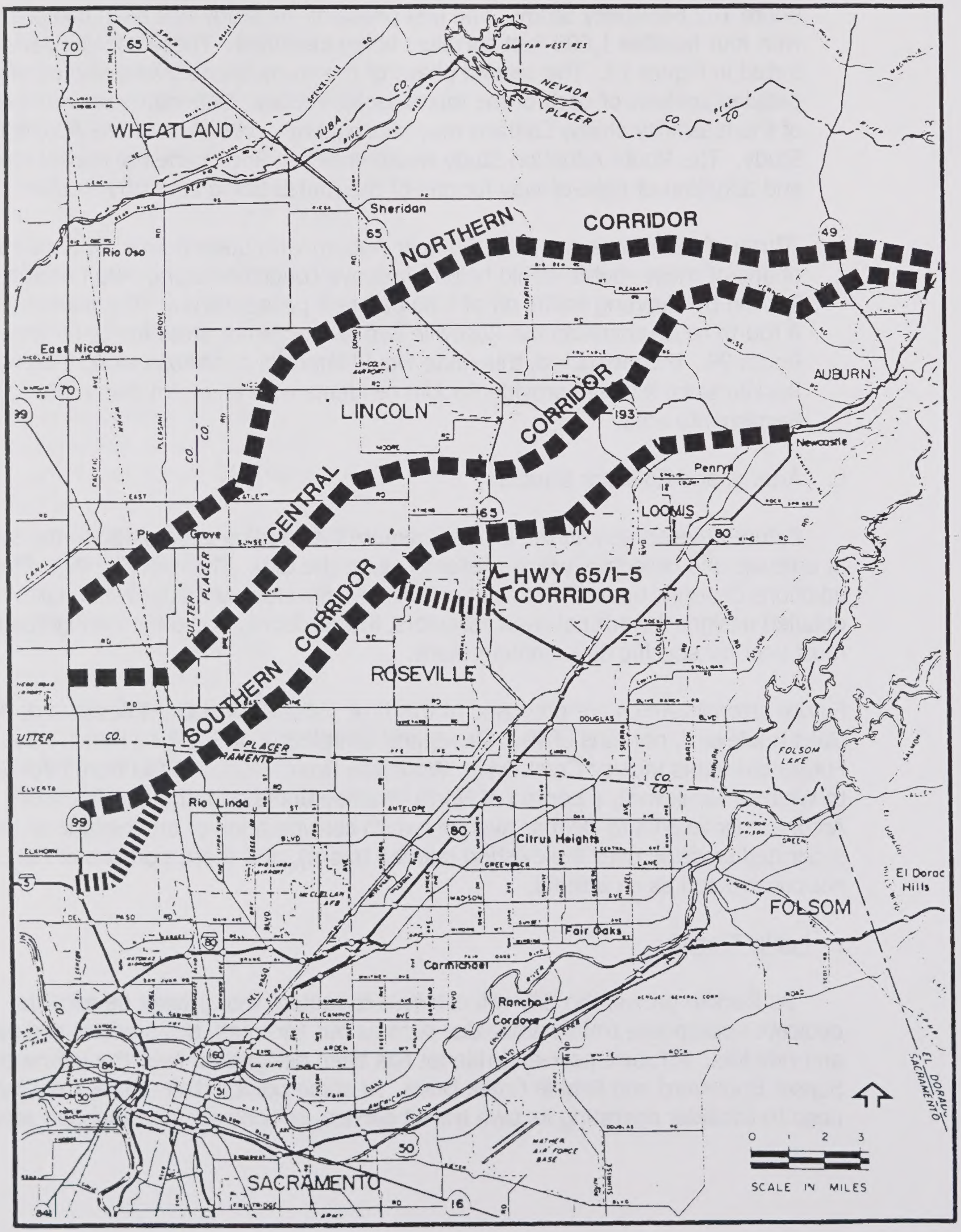
Future arterials which are proposed at this time include West Oaks Boulevard, Blue Oaks Boulevard, portions of Park Drive, and completion of Stanford Ranch Road. Future collectors include Crest Drive, Woodside Drive, Rocklin Road from Fifth Street to Whitney Boulevard, a portion of North Whitney Boulevard, the extension of Argonaut Drive east to Delmar Avenue (whith consideration of an at-grade or grade-separated crossing over the existing railroad tracks), and those portions of Park Deive not constructed as an arterial.

### c. Public Transit

As Rocklin grows, the City will continue to require that private developers dedicate appropriate transit amenities such as bus turnouts, bus shelters and park-and-ride lots. A future park-and-ride lot has been designated near the intersection of Sunset Boulevard and Pebble Creek Drive. At some point in the future, the City may need to consider operating its own transit service, or contract for expanded service.

Figure 14

PROPOSED ROUTE 102 CORRIDORS



d. Bicycle Facilities

Bicycle facilities within the existing City area will be developed incrementally as part of individual projects in accordance with Rocklin's adopted bike routes plan. In newly annexed areas, the City will work with developers to assure the provision of appropriate bike routes and facilities as development occurs.

e. Railroads

Changes are not presently expected to occur with respect to railroad operations. It is possible, however, for railroad operational changes to occur in the future pending the results of the ongoing Heavy Rail Study. Grade separatins will be strongly encouraged in neew developments.

f. Truck Routes

As the City grows, adopted truck routes will be periodically examined and modified if necessary to keep congestion and noise impacts to a minimum.

g. Private Streets

The City encourages the development of various types of residential and commercial projects which utilize the concept of private streets. This usually reduces City maintenance costs and encourages greater flexibility in development projects.

h. Transportation System Management

As future development occurs within the planning area, the City will encourage various transportation system management measures to be implemented. Such measures may include:

- Areawide carpool/vanpool matching and assistance

- Continued enforcement of the City's Trip Reduction Ordinance

- Freeway High Occupancy Vehicle (HOV) lanes

- Traffic signal system improvements, roadway improvements, and vehicle separation restrictions

- Staggered work schedules, flexible work hours, compressed work week

- Pricing to discourage commuter parking

- Parking supply limits

- Remote Park and Ride lots
- Transit service expansion, operational changes, fare policy
- Bikeway provision and bicycle storage facilities
- Promotion of telecommuting
- Use of alternative fuels and energy sources
- Mixed land use requirements
- Jobs-housing balance requirements
- Public awareness campaigns

### 3. Circulation Facility Financing

The City has various methods for financing improvements identified in the Circulation Element. A number of Federal Aid Urban routes exist within Rocklin, and the City receives federal funding on a periodic basis to develop and maintain these routes. The City has also established a number of development impact fees, which are reviewed annually. These fees take into account the cost of developing the additional road improvements shown in the Circulation Element. These fees are collected from new developments.

In addition, the City currently uses, and will continue to use, a variety of assessment district financing mechanisms to fund area street improvements consistent with the Circulation Element. In many cases, developers are required to install off-site and on-site street improvements that serve an area larger than their individual development boundaries.

### 4. Circulation Goal and Policies

**GOAL:** To provide and maintain a safe and efficient system of streets, highways, and public transportation to meet community needs and promote sound land use.

Policies

1. To maintain existing streets in a safe condition and require that new streets be built to City standards.
2. To ensure that streets and highways will be available to serve new development by requiring detailed traffic studies as a part of all major development proposals.

3. To require bike lanes in the design and construction of major new street and highway improvements, and to establish bike lanes on those City streets wide enough to accommodate bicycles safely.
4. To designate truck routes in order to keep truck traffic away from residential areas and streets not structurally designed for truck traffic.
5. To promote and support coordinated public transit services that meet residents' needs.
6. To promote pedestrian convenience through development conditions requiring sidewalks, walking paths, or hiking trails that connect residential areas with commercial, shopping, and employment centers.
7. To require landscaping and tree planting along major new streets and highways, and along existing streets as appropriate.
8. To encourage a variety of building sites, building types, and land use treatments along major streets and highways.
9. To seek improvement to existing railroad crossings and construction of grade separated crossings in newly developing areas.
10. To promote the use of public transit through development conditions requiring park-and-ride lots, bus turnouts and passenger shelters along major streets.
11. To enforce the transportation system management requirements of the existing ridesharing ordinance.
12. To promote and support the development of regional bikeway links as established in the County Bikeway Master Plan.
13. To maintain a minimum traffic level of service "C" for all streets and intersections, except for intersections located within 1/2 mile from direct access to an interstate freeway where a level of service "D" will be acceptable. Exceptions may be made for peak hour traffic where not all movements exceed the acceptable level of service.
14. To develop street design standards for arterials, collectors and local streets.
15. To encourage the development of street design standards for private streets.
16. To coordinate with adjacent jurisdictions on the completion and improvement of roads which extend into other communities.
17. To support the study of extending the Sacramento light rail transit system farther east along the I-80 corridor.

18. To support the study of developing heavy rail transit within the South Placer County area.

19. To support and encourage improvements to the existing State highway system and new routes that benefit the City of Rocklin.

20. To maintain truck routes in such a manner that they can be used for the safe hauling of hazardous materials.

21. To encourage the design of streets that connect neighborhoods for vehicular and pedestrian use and for the efficient movement of service and emergency vehicles.

22. To regularly monitor traffic on City streets and to include in the City's Capital Improvement Plan those improvements needed to maintain an acceptable level of service through the use of traffic fees and other financing mechanisms.

23. To participate in regional traffic improvements such as Highway 65 and I-80 interchanges, Sierra College Boulevard, Rocklin Road and other streets identified as having regional significance.

24. To consider funding mechanisms independently or with other government agencies to fund needed regional improvements.

25. To coordinate and cooperate with the Placer County Air Pollution District in the development of stationary and mobile source control measures affecting the City of Rocklin, to be included in the California Clean Air Act Plan for Placer County.

26. To restrict vehicular access to emergency and service vehicles only from the Clover Lakes Community Area onto the existing portions of Clover Valley Road and Rawhide Road within the Mission Hills-Clover Valley Community Area.

NOTE: IN ADDITION TO THE ABOVE GOAL AND POLICIES, THE SOUTHEAST ROCKLIN CIRCULATION ELEMENT IDENTIFIES FUTURE STREET ROUTES AND ESTABLISHES CIRCULATION GOALS, OBJECTIVES AND POLICIES FOR THE PORTION OF THE CITY LOCATED SOUTHEAST OF INTERSTATE 80. THE SOUTHEAST ROCKLIN CIRCULATION ELEMENT IS DESCRIBED IN CHAPTER V, AND REPRODUCED AS APPENDIX B TO THIS PLAN.

## D. COMMUNITY SAFETY ELEMENT

The Community Safety Element identifies potential natural and manmade hazards, and provides a description of activities and services which provide protection from these hazards. Consideration will be given in this element to various hazards associated with earthquakes, fires and flooding. The desired result is to reduce the loss of life, injuries, damage to properties, and dislocations resulting from the hazards identified.

### 1. Description of Existing Conditions

#### a. Seismic Safety

The Rocklin area is subject to moderate to strong ground shaking from large earthquakes on active faults in the Truckee/Lake Tahoe area and the Coast Ranges/San Francisco Bay area. An earthquake on the potentially-active Foothills Fault Zone, which runs through Auburn, is less likely than an earthquake from either of the sources previously mentioned, but would probably produce much stronger motion due to the proximity of the Foothills Fault Zone to the Rocklin area. Minor known or inferred inactive faults in the Rocklin area are shown in Figure 15.

Historically, seismic activity in the northern Sacramento Valley has been slight in comparison to the rest of the state. Throughout recorded history, no major movements have occurred. Earthquakes felt locally are from seismic disturbances to the west of the valley and include the San Andreas, Calaveras and Hayward faults. The greatest ground shaking in the Sacramento area occurred on April 21, 1892. The epicenter was between Winters in Yolo County and Vacaville in Solano County. No fatalities occurred in Rocklin and only minor structural damages resulted from the earthquake.

#### b. Flood Protection

Flooding threats do exist within the planning area upon occasion. Antelope Creek, Secret Ravine Creek, Clover Valley Creek, and Sucker Creek, the perennial streams flowing through the planning area, do not ordinarily carry large volumes of water. Although winter storms occasionally swell these streams to larger than average flows, these increased flows usually cause flooding of a very local nature, and such flooding is generally restricted within existing flood plain areas. Those structures which currently exist within floodplain areas, however, are subject to flood damage. The City has a Recreation-Conservation (R-C) designation for all established flood plain areas, and restricts development which would have an adverse impact on flood control. The City also requires new development to detain drainage to maintain peak flow runoff at pre-development levels. Detention can be provided either on or off-site, provided it can be demonstrated that the detention facility will effectively meet the goals and policies adopted by the City relative to drainage.

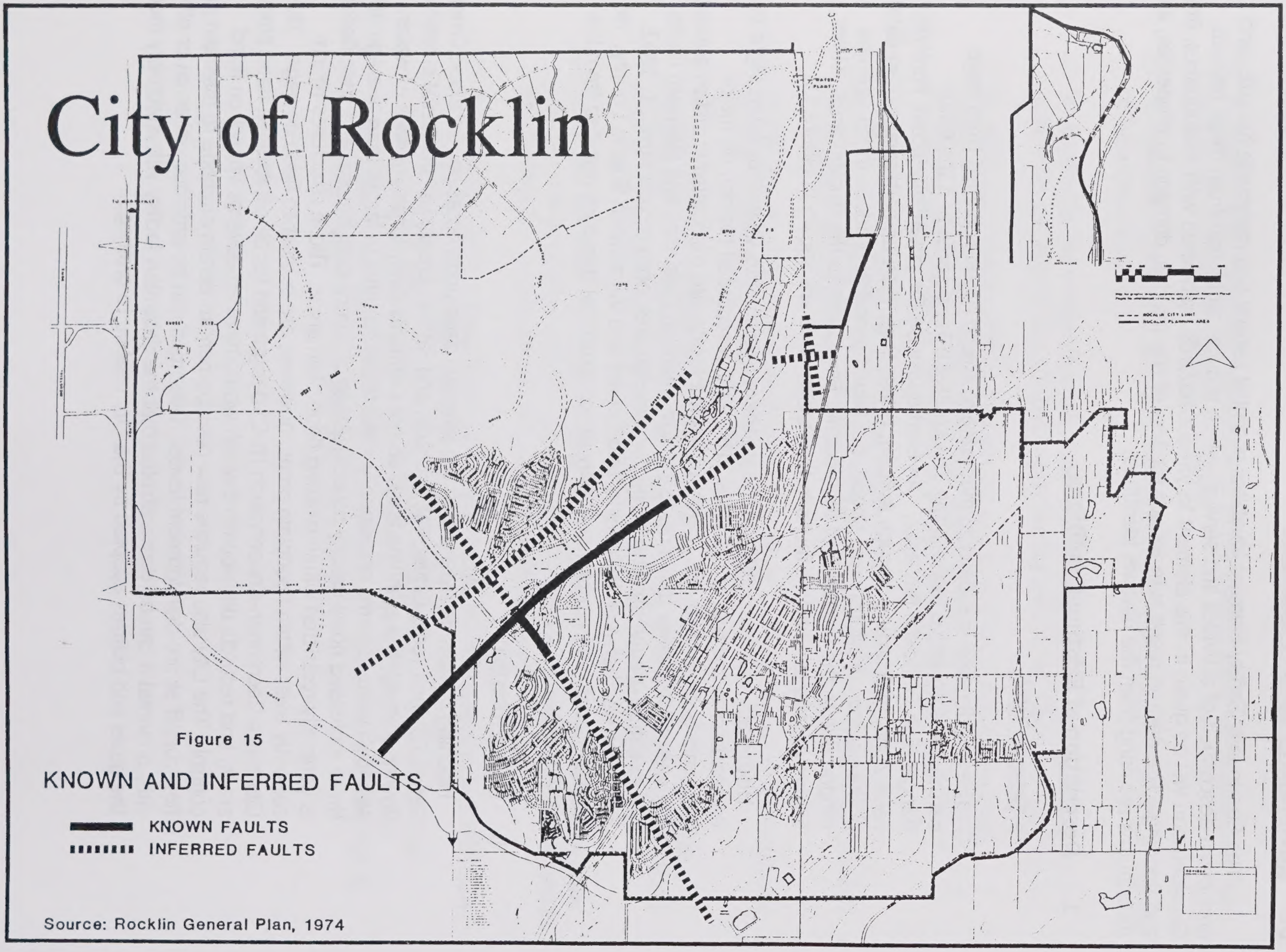


Figure 15

KNOWN AND INFERRED FAULTS

Source: Rocklin General Plan, 1974

Flood insurance maps prepared for Rocklin by the Federal Emergency Management Agency (FEMA) indicate land that is subject to flooding within the planning area. Figure 16 illustrates generally the 100 year flood plain areas depicted on the FEMA maps. More detailed information can be obtained by directly consulting the Flood Insurance Rate Maps prepared by FEMA, which are available at the Rocklin Engineering Department. FEMA is currently in the process of updating their maps as the result of the heavy rains experienced in 1986.

### c. Hazardous Materials Management

The production, storage and transportation of hazardous materials within the City creates the potential for accidents or spills. While the City has little control over transportation through the City of hazardous wastes by truck or rail, it is required that businesses located within the town report the existence of such materials on an annual basis. Such reporting allows for the quick identification of hazardous materials in emergency situations.

Hazardous material disclosure within the City of Rocklin is the responsibility of Placer County under existing State Law. Through the disclosure information provided to Placer County, methods are being developed to provide pertinent information for essential City services.

### d. Emergency Preparedness

The City has an adopted Emergency Plan, the goal of which is to help save lives and minimize property damages through prior planning and emergency preparedness training in the event of a major disaster. The plan is an extension of both the county and state emergency plans, and it establishes an emergency government organization, assigns tasks, provides guidance, specifies policies and general procedures and provides for the integration and coordination of the planning efforts of various emergency staff and service elements.

The existing street system, particularly arterial and collector streets, function as emergency evacuation routes (see Figure 13: Rocklin Circulation System). The City maintains arterials and collectors such that they are passable on a daily basis, as well as under emergency situations by emergency response vehicles. During any given emergency, specific evacuation routes would be determined by emergency personnel based upon the nature and location of the disaster.

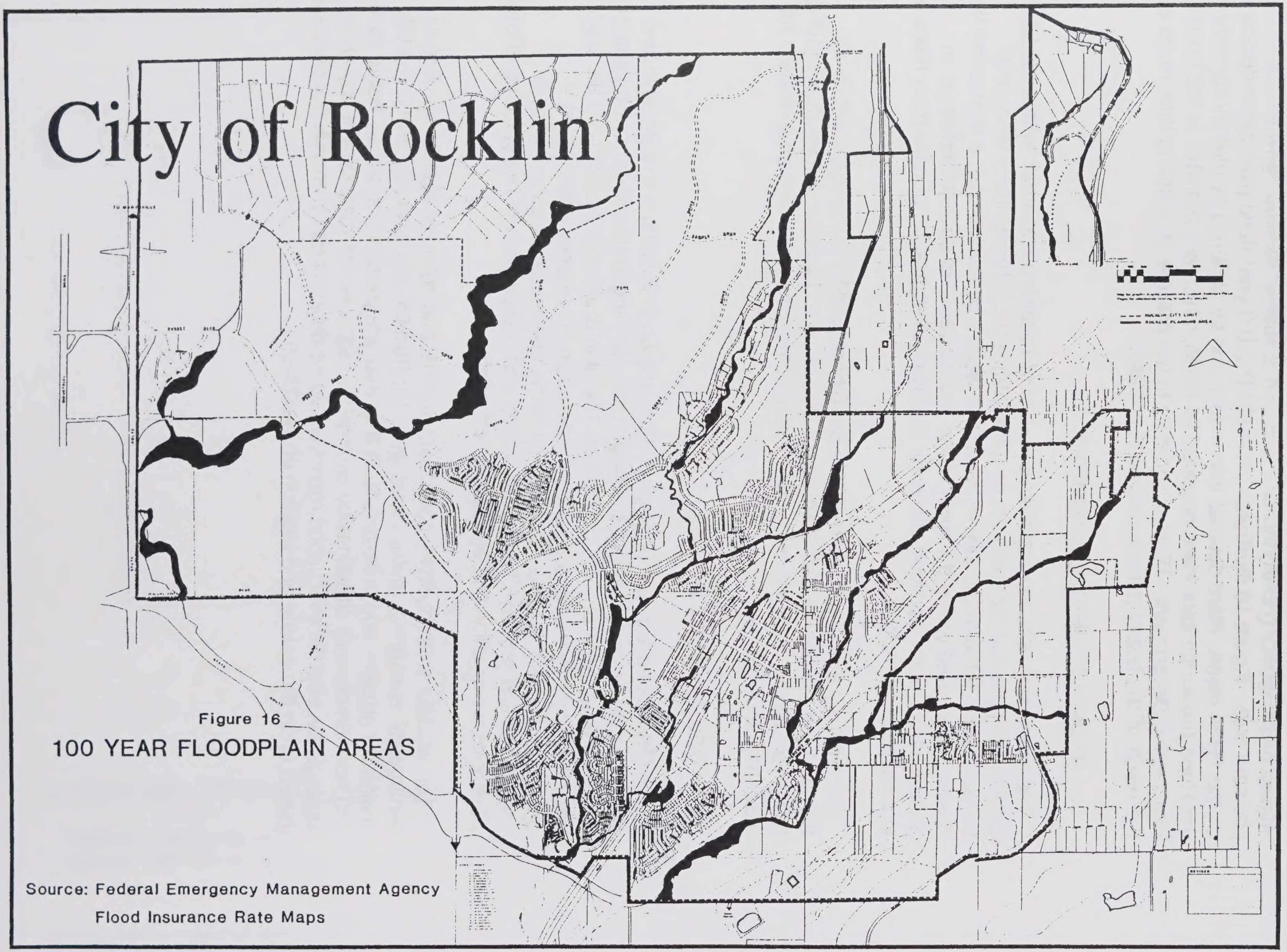


Figure 16
100 YEAR FLOODPLAIN AREAS

Source: Federal Emergency Management Agency
Flood Insurance Rate Maps

### e. Fire Protection

Water for both domestic and fire fighting purposes is currently provided via transmission lines connecting two Placer County Water Agency treatment plants--the Foothill and Sunset water treatment plants--to the City's water storage tanks. Fire flows within the existing City area are currently adequate to meet fire needs, with the exception of a portion of the Redevelopment Area and the southern (high-elevation) portion of the Sierra Bluffs area.

Within the existing City area, according to the Draft Environmental Impact Report for the Rocklin Redevelopment Project (Feb. 1986), some of the existing fire hydrants are obsolete and cannot deliver sufficient water flows to meet sustained fire flow standards. Also, certain segments of the water distribution infrastructure serving the Redevelopment Area are inadequately sized to meet fire flow requirements. The City is currently upgrading the water delivery system in this area to current fire flow standards as part of the ongoing Redevelopment Project.

The higher elevation of the Sierra Bluffs area (south of the Boardman Canal) have been identified by the City as an area on the fringe of the standard response distance for fire vehicles. In order to minimize the impacts of this situation, special fire suppression measures may be required of future developments in this area. These measures may include use of fire retardant construction materials, utilization of sprinklers in residential structures, including single family houses, and special building orientation.

The fire department is responsible for reviewing all development proposals within the City to ensure the proper sizing of infrastructure, the provision of adequate access for fire fighting equipment, and to identify fire hazard areas. The City restricts the construction of new buildings within 100 feet of designated fire hazard areas, unless fire retardant roofs are constructed. Fire hazard areas are those which areas, based upon the recommendation of the fire chief, create excessive fire fighting problems due to lot and street configuration.

A significant amount of grassland exists within the planning area, and fire danger is high in summer months in these areas. Dry range grass is susceptible to wildland fires which can move quickly if there is a stiff breeze. There have been several grassland fires which have occurred within the Rocklin area during recent years.

In general, the fire department's review of development projects in Rocklin places emphasis on availability of water supply (fire flows) at the distance in road miles from the closest fire station to the project. The basic criteria utilized in assessing these factors is the published Insurance Services Offices (I.S.O.) guidelines.

In evaluating response times it would be misleading to simply consider response time as the driving of a vehicle from point A to point B. The response time should be considered from the time a call is first received until equipment and personnel are on the scene. Response times are dependent upon several factors including the volume of calls being received by the dispatch center, road traffic, weather conditions, personnel, multiple alarms, etc. In assessing the availability of fire protection services it is appropriate to use a relatively constant and measurable factor such as road miles from fire station locations to a proposed project.

One basic recommendation of the I.S.O. guideline is to locate fire stations within 1-1/2 road miles of commercial and high density development and within two (2) road miles of one and two family dwellings. Mitigation for projects outside these limits can be achieved through methods such as the installation of fire sprinkler systems, upgrade in type of construction, or by increasing the separation distance between structures.

At present, approximately 90% of the developed portions of the City are within the above referenced road mile recommendations.

### f. Soil Stability

Elevations and slopes within the planning area vary from treeless rolling grasslands to tree-covered mesa ridges. The highest elevations and steep slope areas are generally found in the north and east portions of the planning area, with slopes varying from practically flat slopes to approximately 40 percent slopes. Because Rocklin is located over a stable granite bedrock formation and much of the area is covered by volcanic mud, there are no major problems with unstable soil. In those areas of the planning area where clay deposits exist, there is a tendency for the clay to become unstable if saturated with water and subjected to ground shaking; however, it is not a serious problem. There are also some localized stability problems as a result of clay deposits or springs, but they are nuisance, not a major danger.

### g. Other Hazards

Natural gas and refined petroleum product transmission lines cross through the planning area as shown in Figure 21, which is contained in the Public Service-vices and Facilities Element. A petroleum products storage tank farm operated by Southern Pacific Pipe Lines, Inc. is also located just to the southwest of the Sunset Boulevard/Pacific Street intersection. The rupture of transmission lines or petroleum storage tanks presents a potential hazard. The potential hazard of a PG&E natural gas pipeline rupture can be substantially minimized through the use of the existing Underground Service Alert system.

Another potential hazard is the possibility of train derailments occurring along the Southern Pacific rail lines which bisect the City, or a truck accident occurring along Interstate 80. Such accidents could result in the release of hazardous materials into the environment, posing a potential threat to residents. The railroad tracks also present a barrier to the movement of emergency vehicles at non-grade separated crossings.

Special fire hazard areas exist along hillsides and heavily wooded areas as determined by the City on the advice of the fire chief. In these areas, special fire retardant measures may be imposed including, but not limited to, fire retardant roof materials.

The numerous abandoned quarry sites located throughout the City represent a danger because they are often not fenced adequately and contain water year round. Since they are on private property it is difficult for the City to require improvements prior to development. When development occurs, the City can require that safety improvements be made as well as amenities to enhance the site.

## 2. Future Community Safety

Development and expansion within the existing City and the rest of the planning area will not result in the exposure of residents and property to unacceptable natural hazards. Continuation of existing requirements for engineering analysis; the maintenance and periodic update of the City's Emergency Plan; prohibition of residential development below 100 year flood levels;, continuance of the requirement that new developments detain on-site drainage such that runoff is maintained at pre-development levels; expansion of police and fire protection sources as necessary; and development of a city-wide drainage plan and program will minimize the danger of potential hazards which do exist. The potential hazard of a transmission line rupture, however, can be substantially minimized through the use of the existing Underground Service Alert system.

One area of potential danger that cannot be reduced without abandoning portions-of the City is the potential for railroad derailment. While a previous derailment was contained on railroad property and involved only empty freight cars, a future derailment could extend outside railroad property and might involve hazardous mater-materials. Continuing improvements and updates of the City's emergency plan and period-periodic drills by public safety personnel will help the City to be prepared for such an emergency.

The hazardous materials disclosure program with Placer County will be used to provide emergency response personnel and planners with data needed to adequately respond to emergencies and to ensure that hazardous materials are not allowed near residential areas, schools, parks, or other areas where people might be in danger from accidents.

Grade-separated crossings could be constructed along those portions of the Southern Pacific railroad tracks which currently present a barrier to emergency equipment. Future road crossings of the tracks resulting from new development will be required to be grade-separated, when such grade-separation is determined by the City to be necessary to protect public health and safety.

## 3. Community Safety Goal and Policies

**GOAL:** To minimize the danger of natural and man-made hazards and to protect residents and visitors from the dangers of earthquake, fire, flood, other natural disasters, and man-made dangers.

Policies

1. To require engineering analysis of new development proposals in areas with possible soil instability, flooding, earthquake faults, or other hazards, and to prohibit development in high danger areas.

2. To cooperate with and support the formation of a coordinated city-wide and/or regional approach for the construction, operation, and maintenance of drainage and flood control facilities.

3. To require master drainage plans as a condition of approval for large development projects.

4. To require new residential construction to have its lowest habitable floor elevated at least two feet (2') above the base flood level elevation (i.e. the 100-year floodplain elevation).

5. To ensure that 100-year floodplain elevations, based upon the most current information, both up and downstream are not adversely affected by new development.

6. To require new developments to detain on-site drainage such that the rate of runoff flow is maintained at pre-development levels and to coordinate with other projects' master plans to ensure no adverse cumulative effects. In lieu of detention, the City may require off-site drainage improvements that are more beneficial to the community's overall drainage system.

7. To prohibit development along stream channels that would adversely reduce the stream capacity, increase erosion, or cause deterioration of the channel.

8. To maintain a current City emergency plan for use in emergency situations.

9. To require disclosure of hazardous materials by those using them within the City, or proposing to use them in new industrial or commercial activities, in accordance with Placer County guidelines and the requirements of State Law.

10. To enforce the City building code, fire code, and City ordinances in regard to fire safety and fire protection.

11. To limit development in areas with severe slopes.

12. To require a railroad accident potential analysis of proposed development projects located adjacent to or within railroad right-of-ways.

13. To require new annexations, and projects proposing land use changes in the General Plan resulting in higher densities or intensity, to annex into the City's existing Community Facilities District No. 1 for the maintenance of fire prevention and suppression service, or to create other financing districts as necessary.

14. To require new developments to either annex into an existing drainage maintenance district, or execute an agreement of non-protest to formation of such a city-wide or regional district.

15. To encourage residential development to locate within approximately two road miles from a fire station, and to encourage high density commercial development to be located approximately one and one-half road miles from a fire station, unless special fire suppression measures are incorporated into the development.

16. To require projects to be designed with at least two points of access for emergency vehicles or for general circulation where such access is necessary to assure adequate egress and ingress.

## E. NOISE ELEMENT

The Noise Element provides an analysis of community noise and the exposure to noise by citizens. The purpose of the Noise Element is to provide protection to citizens from noise that could jeopardize their health or welfare.

The ambient noise of a community is all environmental noise, which is usually a composite of sound from many sources near and far. The noise of individual events, such as a passing car or train, an aircraft flying overhead or a lawn mower in the neighborhood, are superimposed on this composite of sound.

The human ear can hear frequencies from 20 to 20,000 Hertz, although it does not hear them all equally well. In measuring sound frequency, the most widely used decibel scale is the A-weighted sound pressure level which is measured in A-weighted decibels, or dbA. The A-weighted scale covers a frequency range of 400 to 12,000 Hertz. Like the ear, it is more sensitive to the higher, rather than the lower frequencies. The measuring unit "decibel (db)" is used to express the relative loudness of sound.

Community Noise Equivalent Level (CNEL) and Day-Night Level (Ldn) are descriptions of daytime noise levels. They are a weighted average of daytime and nighttime sound levels, with the nighttime noise being weighed more heavily. Ldn or CNEL differ slightly, but for the purposes of this Noise Element will be regarded as being the same. Figure 17 shows the correlation between measured Ldn values and various types of community noise.

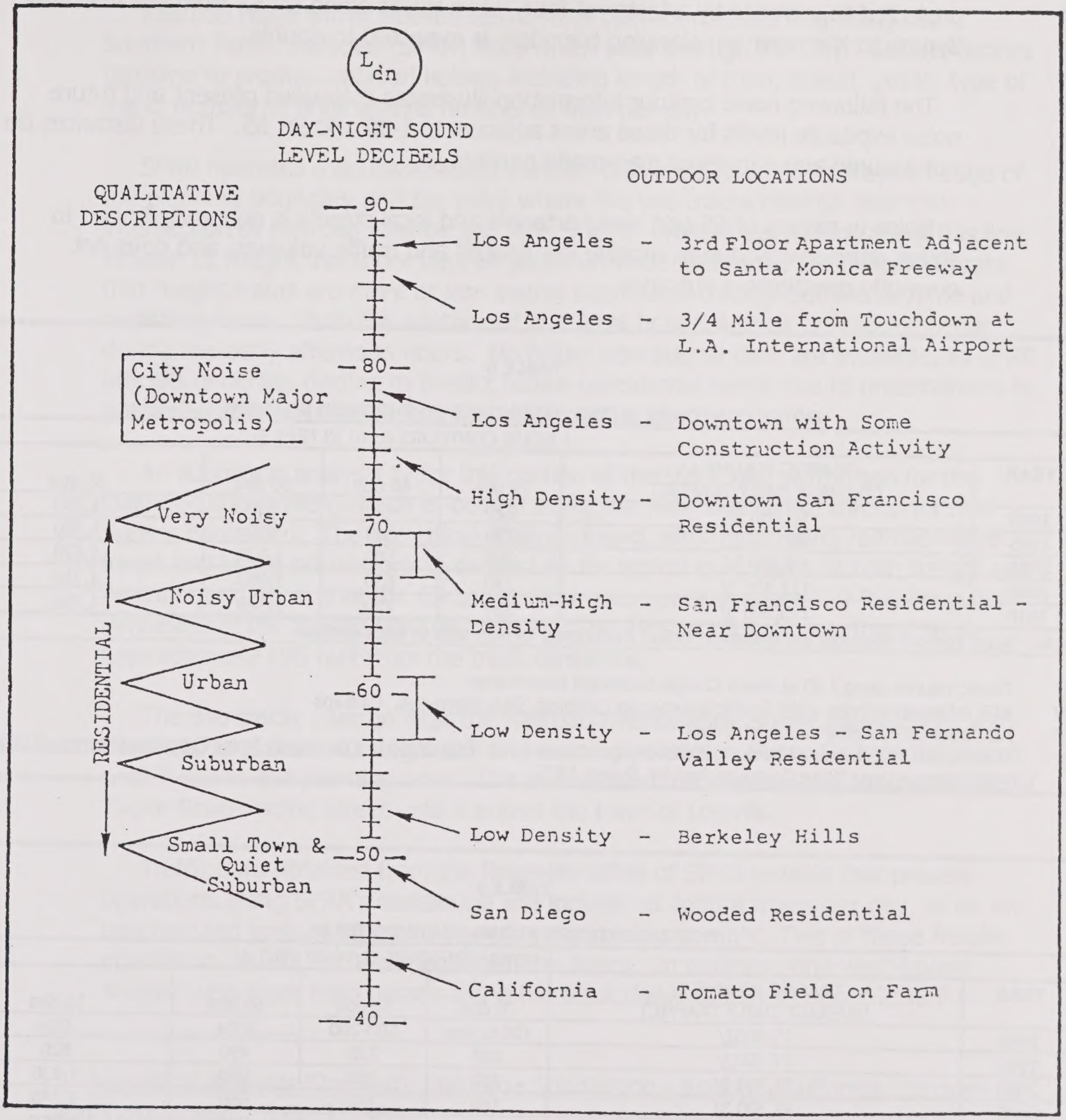
### 1. Existing Conditions

Major sources of noise within the planning area are a result of vehicular traffic, and railroad operations. There are existing industrial activities that could generate noise at levels causing annoyance to residents.

#### a. Traffic Sources

Vehicular traffic, including autos, trucks, buses, utility, and maintenance vehicles, generally establish the ambient sound (normal background sounds) in a community. This ambient level varies throughout the day based upon the intensity of other community sound sources. Furthermore, the ambient level is dependent upon traffic flow rate, average vehicular speed, distance to sound receivers and the ratio of types of vehicles. Superimposed upon this ambient level are the intrusive, single-event sounds emitted from "specially-equipped" trucks, cars and motorcycles. All vehicular sounds are attributable to four sources: rolling stock (tires, gears, etc.), body rattles, vehicular aerodynamics and engine noises.

FIGURE 17
COMMUNITY NOISE EQUIVALENTS


$L_{dn}$
DAY-NIGHT SOUND LEVEL DECIBELS
QUALITATIVE DESCRIPTIONS
OUTDOOR LOCATIONS
90
80
70
60
50
40
City Noise (Downtown Major Metropolis)
Very Noisy
Noisy Urban
Urban
Suburban
Small Town & Quiet Suburban
RESIDENTIAL
Los Angeles - 3rd Floor Apartment Adjacent to Santa Monica Freeway
Los Angeles - 3/4 Mile from Touchdown at L.A. International Airport
Los Angeles - Downtown with Some Construction Activity
High Density - Downtown San Francisco Residential
Medium-High Density - San Francisco Residential - Near Downtown
Low Density - Los Angeles - San Fernando Valley Residential
Low Density - Berkeley Hills
San Diego - Wooded Residential
California - Tomato Field on Farm

RANGE OF TYPICAL OUTDOOR NOISE ENVIRONMENTS
EXPRESSED IN TERMS OF DAY NIGHT SOUND LEVEL ($L_{dn}$), dB

The major sources of vehicular traffic noise within the planning area include Interstate 80 and State Route 65. Caltrans estimates that traffic along both I-80 will nearly double by the year 2005. Traffic along the Roseville Bypass portion of SR 65 is projected to increase by a factor of four, while traffic along SR 65 from the Roseville Bypass to the northern planning boundary is expected to double.

The following noise contour information illustrates estimated present and future noise exposure levels for those areas adjacent to I-80 and SR 65. These distances do not assume any natural or man-made barriers.

Noise in excess of 65 Ldn along arterials and local streets is generally limited to street right-of-way due to relative low speeds and traffic volumes, and does not currently constitute a nuisance.

### TABLE 8

### NOISE CONTOURS ALONG INTERSTATE 80 THROUGH ROCKLIN

| | | NOISE CONTOURS (Ldn) IN FEET 4/ | | | |
|---|---|---|---|---|---|
| YEAR | TRAFFIC VOLUME 1/ (AVERAGE DAILY TRAFFIC) | 70 dba | 65 dba | 60 dba | 55 dba |
| 1989 | 67,000 2/ | 220 | 470 | 830 | 1,390 |
| 1995 | 88,000 3/ | 270 | 540 | 930 | 1,520 |
| 2000 | 99,400 3/ | 300 | 580 | 1,000 | 1,620 |
| 2005 | 112,300 3/ | 330 | 630 | 1,060 | 1,710 |
| 2010 | 125,000 3/ | 350 | 720 | 1,120 | 1,780 |

Note: Noise contour distances are measured in feet from center of near lane to each contour.

1/ Traffic volume along I-80 at Sierra College Boulevard Interchange
2/ ADT information from: 1989 Traffic Volumes on California State Highways, Caltrans
3/ ADT projects by Caltrans District 3 staff.
4/ Noise contours determined by using methodology contained in: Estimation of Community Noise Exposure in terms of Day-Night Average Level Noise Contours, Jack W. Swing, 1975.

### TABLE 9

### NOISE CONTOURS ALONG STATE ROUTE 65

| | | NOISE CONTOURS (Ldn) IN FEET 4/ | | | |
|---|---|---|---|---|---|
| YEAR | TRAFFIC VOLUME 1/ (AVERAGE DAILY TRAFFIC) | 70 dba | 65 dba | 60 dba | 55 dba |
| 1989 | 15,8002/ | 100 or less | 100-200 | 200+ | 200+ |
| 1995 | 27.3003/ | 100 | 230 | 490 | 820 |
| 2000 | 34,700 3/ | 130 | 310 | 590 | 1,030 |
| 2005 | 43,300 3/ | 160 | 350 | 660 | 1,140 |
| 2010 | 54,600 3/ | 200 | 410 | 730 | 1,250 |

Note: Noise contour distances are measured in feet from center of near lane to each contour.

1/ Traffic volume along Route 65 north of the Placer Boulevard Interchange.
2/ ADT information from: 1989 Traffic Volumes on California State Highways, Caltrans
3/ ADT projects by Caltrans District 3 staff.
4/ Noise contours determined by using methodology contained in: Estimation of Community Noise Exposure in terms of Day-Night Average Level Noise Contours, Jack W. Swing, 1975.

b. Railroad Sources

Railroad noise within Rocklin stems from operations occurring along the Southern Pacific Railroad (SPRR) lines which pass through the City. Several factors combine to produce railroad noises, including length of train, speed, grade, type of track, number of engines and number of trips per day.

SPRR operates a double-tracked parallel mainline between the western edge of the planning boundary and the point where the two tracks diverge near the intersection of Railroad Avenue and Pine Street. Present operations along this line include 12 freight trains per day, all on an unscheduled basis. SPRR staff indicate that freight trains are more or less evenly distributed throughout the daytime and nighttime hours. Both the eastbound and west-bound Amtrak operations occur during the early afternoon hours. No future operational data are available, as SPRR officials generally decline to predict future operational levels due to uncertainties in predicting economic and energy-related conditions.

An acoustical analysis 1/ for this portion of the track was performed for the Oakridge subdivision, which is located along the west side of the tracks north of Sunset Boulevard. The acoustical analysis found, after monitoring railroad noise levels and using calculations to derive Ldn for typical operations of both freight and Amtrak operations, that the 65 Ldn contour was approximately 420 feet from the centerline of the double-tracked mainline. The 70 Ldn contour was found to be approximately 195 feet from the track centerline.

The two tracks diverge near the Railroad Avenue/Pine Street intersection, with the eastbound track curving north and running parallel to Sierra College Boulevard until it leaves the planning area. The west-bound track runs along the north side of Taylor Road-Pacific Street until it enters the town of Loomis.

Traffic data obtained from the Roseville office of SPRR reveals that present operations along SPRR's eastbound line include six freight trains per day, all on an unscheduled basis, with some operations occurring at night. Two of these freight operations usually occur during nighttime hours. In addition, one west-bound Amtrak passenger train passes along the track daily, usually at about 2:30 P.M.

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1/ Acoustical Analysis (Revised), Oakridge Subdivision - Rocklin, California, Brown-Buntin Associates, June 3, 1986.

An acoustical analysis 2/ for this track was performed for an area immediately east of where the east and westbound tracks converge near East Midas Avenue. The acoustical analysis found, using three measuring stations and calculations to derive the Ldn for typical operations of both freight and Amtrak operations, that the 65 Ldn contour was 285 feet from the tracks and the 70 Ldn contour was 155 feet from the tracks.

SPRR's downhill, or westbound, track passes through the central portion of Rocklin and runs approximately parallel to Pacific Street-Taylor Road. Present operations on this line include six freight trains per day occurring on an unscheduled basis, with some operations occurring at night. In addition, one westbound Amtrak passenger train passes through Rocklin daily, usually at about 12:30 P.M.

While recent noise contour information for the westbound track does not exist, the number and type of operations associated with it are virtually identical to those along the eastbound track. It is therefore assumed that the noise contours measured along the eastbound track are similar to those found along the westbound track.

### c. Other Potential Noise Sources

Other than traffic or railroad noise, no additional generators of excessive noise exist. Rocklin is not subject to intrusive aircraft noise related to airport operations, nor are any other ground stationary noise sources, with the exception of local industrial plants, known to exist. There are industrial plants located within the City which could have the potential to generate excessive noise as a result of equipment malfunctions or improper operational procedures. Should such situations arise, however, they would be expected to be of short duration.

## 2. Future Noise Generators

Noise generators in the planning area in the future are expected to be those sources presently existing: traffic and railroad operation noise. As vehicular traffic increases along I-80 and SR 65, noise levels are projected to increase, as illustrated in Tables 8-9. While noise levels along major arterials are expected to increase in relation to an increase in traffic volumes, this increase is not expected to be major, although noise levels should be monitored as traffic increases. Future railroad noise is assumed to remain the same as current levels; however, it is subject to change if railroad operations change significantly, and should therefore be monitored as well. In addition, the City should require that monitoring of existing and future noise from industrial sources be performed.

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2/ Acoustical Analysis, Antelope Oaks #2 Subdivision, Brown-Buntin Associates, June 1989.

### 3. Existing State And Federal Noise Standards

Existing standards relating to the construction of structures and their placement include Article 4 of the California Administrative Code, Title 25, Chapter 1, California Noise Insulation Standards, and current Federal Housing Administration (FHA) noise standards. The state standards set forth provisions establishing noise insulation performance standards for new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. Prescribed interior noise levels in noise critical areas are not to exceed an annual level of 45 CNEL db. Residential structures other than detached single-family dwellings located within an annual noise contour of 60 CNEL db require an acoustical analysis showing that the structure has been designed to limit intruding noise to the fore-going prescribed interior level.

Current FHA noise standards establish a land use compatibility criterion of 65 db Ldn for exterior noise levels in the outdoor activity areas of residential dwellings, which is intended to provide an acceptable noise environment for outdoor activities. A maximum allowable interior noise level of 45 db Ldn is also specified for habitable rooms. The intent of this standard is to provide a suitable environment for indoor communication and sleep. If the exterior noise level exceeds 65 db Ldn, the FHA standards require a detailed acoustical analysis to ensure that the interior noise level standard is satisfied. Development is unacceptable where the attenuated exterior noise level exceeds 75 db Ldn according to FHA standards.

### 4. Land Use Sensitivity

There is a close relationship between land use and the level of noise which is tolerable. Residential neighborhoods are expected to be quieter than industrial areas. Some land uses are relatively unaffected by noise, while others are greatly affected. The various land uses can be divided into three categories according to noise sensitivity:

Insensitive Land Uses - The noise level does not detrimentally affect the operation of a particular activity. A wide variety of uses can be placed in this category including some non-urban uses, transportation systems, and manufacturing uses.

Moderately Sensitive Land Uses - Some degree of noise control must be present if these activities are to be successfully carried out. Included here are mostly medium intensity urban land uses.

Sensitive Uses - Lack of noise control will result in exposure of people to excessive noise levels. This category primarily contains urban land uses that are associated with non-working activity and places where quietness is essential.

Examples of various land uses in each noise sensitivity category are as follows:

## LAND USE SENSITIVITY

**Insensitive**
- Horticultural, grazing lands
- Wrecking, salvage yards
- Manufacturing plants
- Transportation terminals
- Outdoor amusement facilities
- Mineral extraction & processing plants
- Utility communication facilities, substations and yards
- Undeveloped land
- Wholesale and warehousing facilities
- Sports Arenas

**Moderately Sensitive**
- Assembly, meeting halls
- Community centers
- Theaters
- Cemeteries
- Water areas
- Retail stores & service facilities
- Open space parkstrips
- Neighborhood parks
- Community parks
- Amphitheaters
- Office buildings

**Sensitive**
- Single-family residences
- Apartments
- Mobile home parks
- Motels
- Schools
- Libraries
- Churches
- Hospitals
- Nursing, convalescent homes

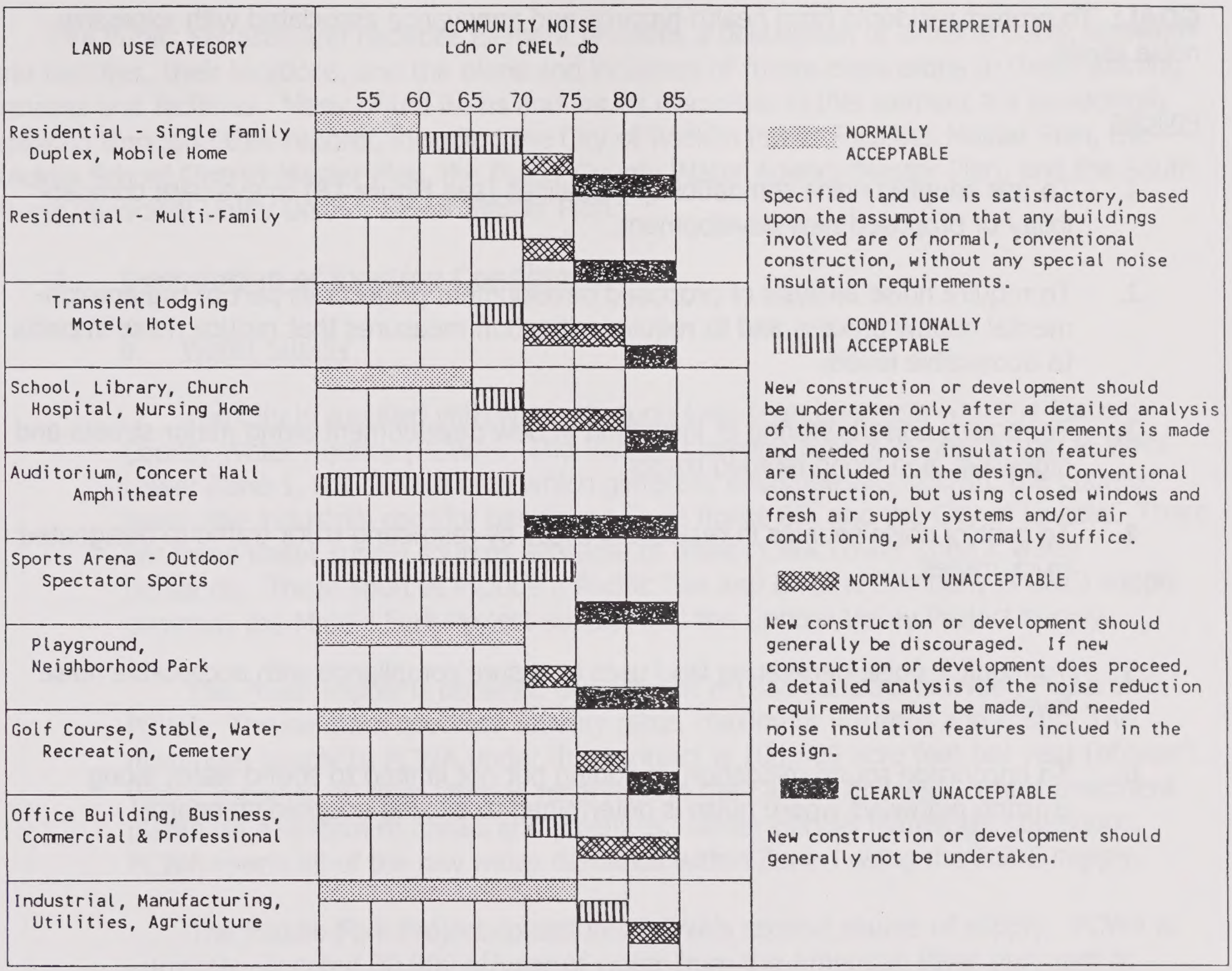
## 5. Criteria For Noise Compatible Land Use

The objective of noise compatibility guidelines is to assure that consideration is given to the sensitivity to noise of various proposed land uses in relation to the noise environment in which they are proposed to be located. The guidelines shown in Figure 18 were prepared by the State Office of Noise Control. These guidelines will be used as an aid in evaluating the land use compatibility of specific project proposals.

Where a land use is denoted in the guidelines as "normally acceptable" for the given Ldn noise environment, this implies that the highest noise level in that band is the maximum desirable for existing or conventional construction which does not incorporate any special acoustic treatment. In general, evaluation of land uses which fall into noise environments described as "normally acceptable" or "normally unacceptable" should ininclude consideration of the amount of exterior to interior noise reduction provided by the structure and the anticipated amount of time which will normally be spent outside the structure.

Factors to be considered in noise analysis include seasonal variations in noise source levels, existing outdoor ambient levels, general community attitude towards the noise source and prior history with it, and tonal characteristics of the source. When it is possible to evaluate some or all of these factors, the measured or computed noise exposure values may be adjusted by means of the correction factors in order to more accurately assess the local sentiments towards acceptable noise exposure.

## FIGURE 18
## NOISE COMPATIBILITY GUIDELINES



▨ NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal, conventional construction, without any special noise insulation requirements.

||||||| CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features are included in the design. Conventional construction, but using closed windows and fresh air supply systems and/or air conditioning, will normally suffice.

▩ NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made, and needed noise insulation features inclued in the design.

■ CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

### CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or $L_{dn}$.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Community Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL or $L_{dn}$. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

## 6. Noise Goals and Policies

**GOAL:** To protect residents from health hazards and annoyance associated with excessive noise levels.

Policies

1. To use adopted noise compatibility guidelines (see Figure 18) to evaluate compatibility of proposed new development.
2. To require noise analysis of proposed development projects as part of the environmental review process and to require mitigation measures that reduce noise impacts to acceptable levels.
3. To require noise buffering or insulation in new development along major streets and highways, and along railroad tracks.
4. To control noise sources in residential areas by restricting truck traffic to designated truck routes.
5. To monitor noise generating land uses to assure compliance with acceptable noise levels.
6. To encourage sound mitigation, including but not limited to sound walls, along existing highways where noise is determined to exceed adopted standards.

## F. PUBLIC SERVICES AND FACILITIES ELEMENT

The Public Services and Facilities Element provides a description of existing public services and facilities, their locations, and the plans and locations of future expansions to those existing services and facilities. Many of the items and issues discussed in this element are periodically updated through other reports, including the City of Rocklin Public Facilities Master Plan, the Rocklin School District Master Plan, the Placer County Water Agency Master Plan, and the South Placer Municipal Utility District Sewer Master Plan.

### 1. Description of Existing Conditions

#### a. Water Supply

The City is supplied with water through long-term contracts with the Placer County Water Agency (PCWA). The Rocklin planning area is located within PCWA's Lower Zone 1, the service area which generally encompasses Rocklin, the Loomis Basin, the industrial corridor paralleling State Route 65, and the City of Lincoln. There are three water supply sources available to meet PCWA Lower Zone 1 water demands. These sources include a Pacific Gas and Electric Company (PG&E) supply contract, the Middle Fork Project supply, and the Central Valley Project supply.

The PG&E supply is obtained pursuant to a 1968 contract between PG&E and PCWA. The contract specifies delivery rates, maximum volumes and costs. The maximum supply to PCWA under this contract is 100,000 acre feet per year (af/year). Water is conveyed from storage reservoirs in the Sierras to Zone 1 water treatment plants via a system of canals and pipelines. Under normal hydrologic conditions, PCWA meets all of the raw water demands within Zone I using the PG&E supply.

The Middle Fork Project constitutes PCWA's second source of supply. PCWA is currently allocated 30,000 af/year of water from the American River pursuant to contracts with both PG&E and the United States Bureau of Reclamation (Bureau). Under these contracts, PCWA's annual allocation will rise to 120,000 af/year by the year 2007.

In addition to its appropriated water, beginning in 1992, PCWA will be entitled to purchase additional American River water from the Bureau. The maximum available supply is 117,000 af/year beginning with diversions of 5,000 af/year and increasing incrementally until the maximum diversion is reached in 2011. There is, however, some question as to the availability of Central Valley Project water without the construction of the multi-service Auburn Dam.

The PCWA treats water for Rocklin at two treatment plants. The Foothill Water Treatment Plant (WTP), located one mile south of Newcastle, is currently under construction for expansion from 10 million gallons per day (mgd) to 25 mgd. The Foothill WTP serves the communities of Penryn and Loomis in addition to the City of Rocklin. The Sunset WTP, located approximately four miles southeast of the City of Lincoln, services Rocklin, Lincoln and the Sunset Industrial area. The maximum design flow of the plant is 5 mgd, although maximum design capacity may be increased to 6.5 mgd with state approval.

The City's existing water supply system is shown in Figure 19.

### b. Sewage Treatment

Sewer service is currently provided to Rocklin by the South Placer Municipal Utility District (SPMUD), with wastewater being treated at the Roseville Wastewater Treatment Plant. This facility, which has a treatment capacity of 12 mgd, presently serves the Dry Creek Basin consisting of Roseville, Rocklin, Loomis and surrounding areas. The plant discharges into dry Creek under strict standards set by the Central Valley Water Quality Control Board.

A North Roseville-Rocklin sewer assessment district has been formed which includes the Sunset Industrial Park, the Stanford Ranch area, and several hundred acres to the north of Roseville. This assessment district does not include the Sunset Rancho Estates area. The assessment district has constructed trunk lines, transmission mains and pump stations. These improvements allow sewage to be transported to the Roseville treatment plant.

Sewer facilities serving Rocklin are illustrated in Figure 20.

### c. Law Enforcement

Law enforcement in the planning area is provided by the Rocklin Police Department, the Placer County Sheriff's Department, and the California Highway Patrol. Within the city limits, the Police Department provides full law enforcement services. In the unincorporated area, the Sheriff's Department provides patrol services while the Highway Patrol provides traffic control along I-80 and SR-65.

The Rocklin Police Department, the primary law enforcement agency in the City, has as of November 1994, 29 sworn Peace Officers, 3 Police Service Aides, 6 Dispatchers, 4 clerical staff and 1.5 animal control officers. The Rocklin Police Department also has a Reserve Officer program.

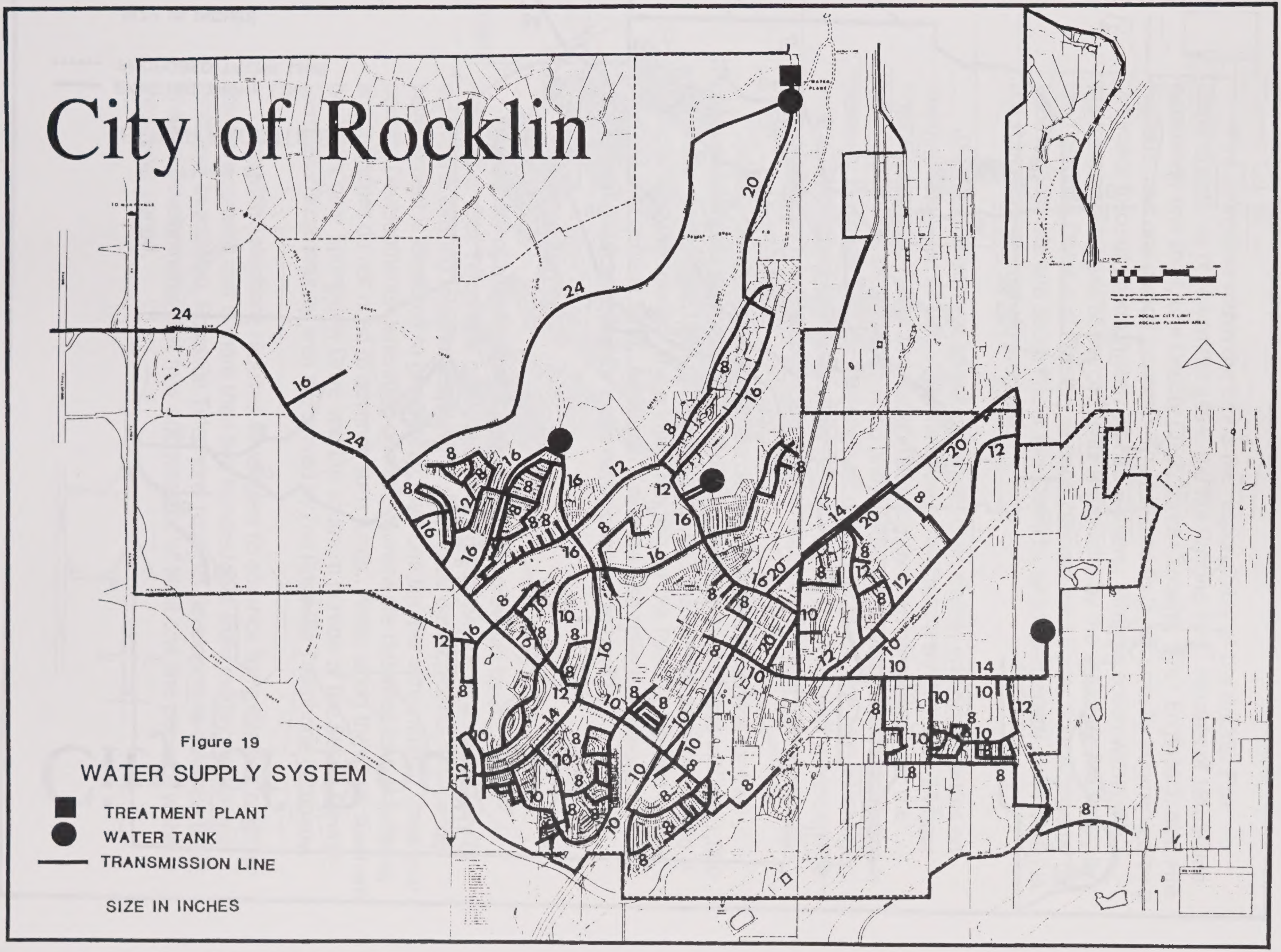


Figure 19

WATER SUPPLY SYSTEM

Source: Placer County Water Agency

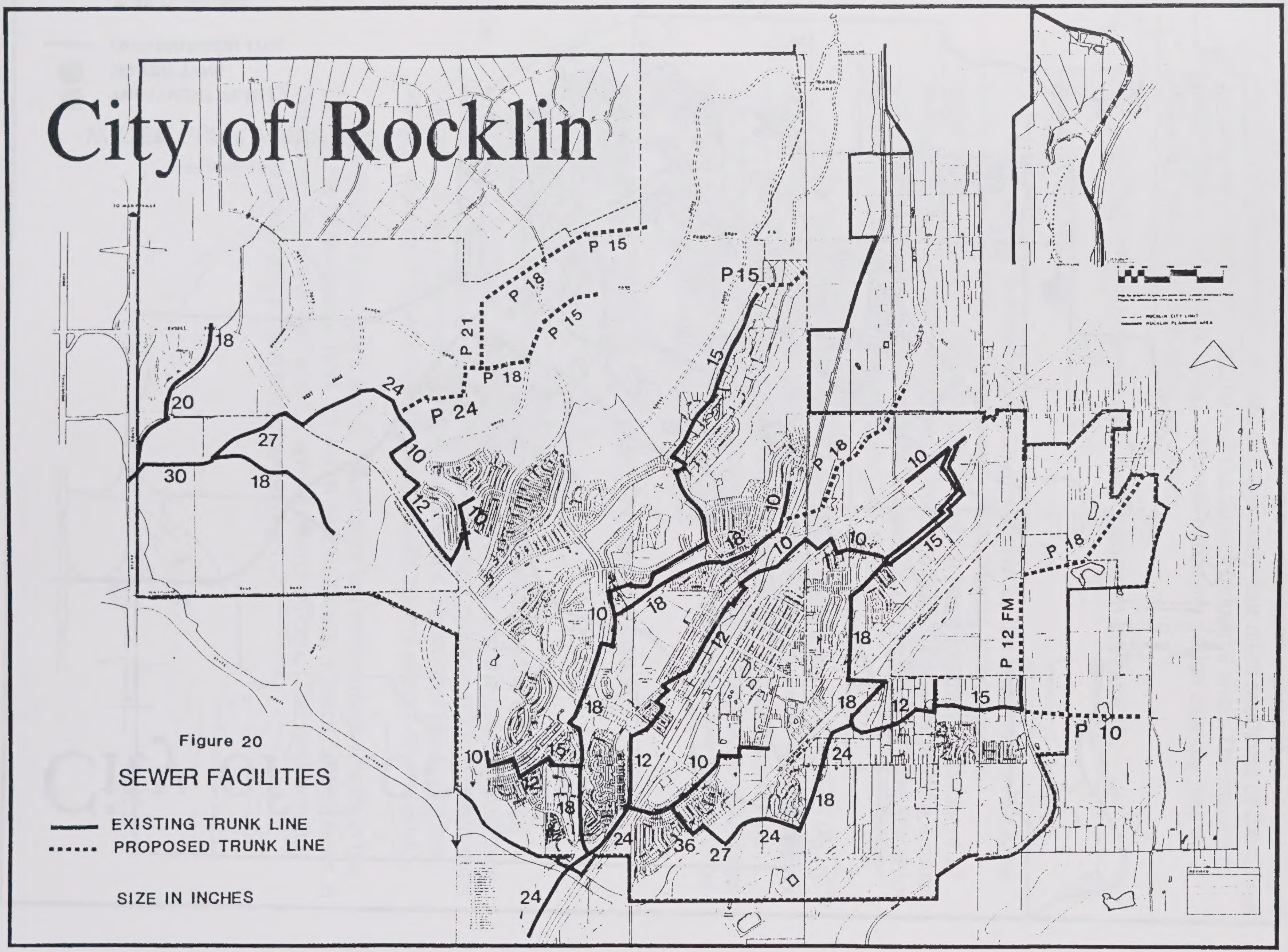


Figure 20

SEWER FACILITIES

Source: South Placer Municipal Utility District

d. Fire Protection/Rescue

Fire protection within the City is the responsibility of the Rocklin Fire Department. As of November 1994, the fire fighting force consists of 18full-time personnel: one chief, one Deputy Chief, three Captains, three Engineers, nine Fire Fighters, and one clerical position. The full-time force is currently augmented by a volunteer force of approximately 30 Fire Fighters. Fire protection within the planning area outside of the city limits is provided by the volunteer fire force; by the California Division of Forestry under a contract with Placer County; and by the Loomis, Roseville and South Placer Fire Districts, which participate with Rocklin in the state-wide mutual aid program.

The Fire Department operates from its main station and headquarters on Rocklin Road, west of I-80. The main station includes a three person 24-hour engine company. A new fire station has recently been completed near the intersection of Stanford Ranch Road and Whitney Boulevard. The main station is currently equipped with two fire engines, one ladder truck, one rescue/salvage vehicle, three grass trucks, one light rescue vehicle, and two staff vehicles. The new station has two fire engines, one light rescue vehicle and one grass unit.

The City has determined that the desired standard of service for the community should be a staffing level of 1.0 fire department personnel per 1,000 residents. Based on a 1994 population of 25,603 the current manpower ratio is 0.66 per 1,000 residents. The primary funding for the Fire Department comes from the City general fund. Additional funds are also collected through an assessment district formed for areas newly annexed to the City.

e. Telephone Service

A majority of telephone service to the City is provided by Pacific Bell Telephone. Bell Telephone requires developers to advance funds necessary to extend the existing telephone system to serve their developments, unless the development is expected to generate at least one line per acre within a three year period. Developments generating one line or more are classified as subdivisions, and therefore do not need to advance such funds. Areas along the City's southern boundary near Springview Drive and the southern portion of the Secret Ravine-Sierra Bluffs community area are served by the Roseville Telephone Company.

Roseville Telephone requires developers to advance line extension costs for any development that is more than two hundred feet from existing telephone facilities. In addition, Roseville Telephone requires developers to advance funds to serve developments that may not generate at least one line per acre within a three year period.

f. Street Maintenance

Street maintenance within the City is performed by the Rocklin Public Works Department. This activity includes street sweeping, road repair, signage, signal lights and drainage maintenance.

g. Drainage

Drainage within the planning area is dominated by a variety of watersheds flowing westward from the Sierra Nevada foothills east of Rocklin, which ultimately discharge into the Sacramento River southwest of the City. The urban drainage system consists of a combination of valley gutters, underground pipes and drop inlets, and open channels which in turn discharge into a variety of creeks. These include Antelope Creek, Secret Ravine Creek, Clover Valley Creek, Sucker Creek, the Aguilar Tributary area, Antelope Creek, and the Second Street Tributary area. These creeks all discharge ultimately into Dry Creek. The Pleasant Grove Creek watershed drains the Stanford Ranch area in the northern portion of the planning area, and ultimately flows westward into Sutter County where it discharges into the Sacramento River.

Subsurface drainage problems are prevalent in the City of Rocklin, due to the occurrence of a subsurface hardpan and rock layers which inhibits the infiltration of rainwater. During extended periods of rainfall, surface soils frequently become saturated, resulting in areas of standing water. Also, inadequate storm drainage exists in the Old Town area of Rocklin, resulting in backwater problems. The City is currently in the process developing a major collector line within the Old Town area which would eliminate backwater problems by collecting runoff and discharging it into Antelope Creek.

In order to assure that future development does not add significantly to storm water flows, the City requires new developments to detain drainage such that runoff is maintained at pre-development levels. Rocklin also utilizes a unique and effective stormwater detention system which results in the dual use of various recreational facilities. A variety of open recreational areas, such as golf courses and soccer fields, have been designed so that they can be used as large stormwater detention basins during winter months and, alternately, for recreational purposes during the remainder of the year.

h. Electrical Service

Electrical service in the planning area is provided by the Pacific Gas and Electric Company (PG&E). Three electric substations supply the Rocklin area distribution electric load. These are: Rocklin Substation located on South Grove Street; Del Mar Substation on Corporation Yard Road off Sierra Meadows Drive; and Pleasant Grove Substation located northwest of Rocklin on the west side of Highway 65 and north of Sunset Boulevard.

A 115,000 volt transmission line runs northeast along Taylor Road, east over Evelyn Avenue and Kanasto Street to Grove Street, then north up Grove Street to Taylor, then northeast along Taylor Road to the city limits near Pacific Street. Another 115,000 volt transmission line runs along State Route 65 to a point just south of the Roseville city limits then turns southeast.

Because increases in electric load accompany growth and development in the community, the 115,000 volt transmission lines identified above are being operated at 60,000 volts at the present time. However, PG&E will operate these lines at 115,000 volts when electric load in the Rocklin area exceeds what can be served by a transmission system operating at 60,000 volts.

PG&E provides underground electric service within all new subdivisions. However, the construction, or reconstruction, of overhead distribution facilities is periodically required to supply the underground circuits within the new developments. Significantly more time would be required to construct or replace these feeders with underground facilities at a cost substantially more than the overhead costs. According to PG&E, the additional costs cannot be borne by PG&E and could be the responsibility of the City of Rocklin and/or the developer-.

Overhead electric transmission facilities presently exist within the City of Rocklin. New electric transmission facilities will be needed to serve the expanding electric needs of the City. Undergrounding electric transmission facilities is possible, but at a cost that could be prohibitive to PG&E. Should it be determined that these electric transmission lines should be undergrounded, the cost of such undergrounding could have to be funded from sources other than PG&E.

### i. Natural Gas

Natural gas service is also provided by PG&E. A 12-inch transmission line traverses the planning area starting at State Route 65 at the Roseville city limits, then moving east to Sunset Boulevard near the golf course. Downsized here to 8 inches, the line then follows the golf course, Whitney Boulevard, Argonaut Avenue, and Mountain view to Taylor Road, then northeast along Taylor Road to the city limits.

### j. Gasoline Pipeline

A gasoline pipeline, operated by Southern Pacific Pipe Lines, crosses the planning area from southwest to northeast. Coming into Rocklin from the northeast along Pacific Street, the pipeline connects with the storage tanks near Sunset Boulevard, and then continues southwest along Taylor Road. An additional pipeline branches out from the storage tank area in a westerly direction, until it meets up with Industrial Drive and turns to the north. Natural gas, gasoline and electric transmission lines are illustrated in Figure 21.

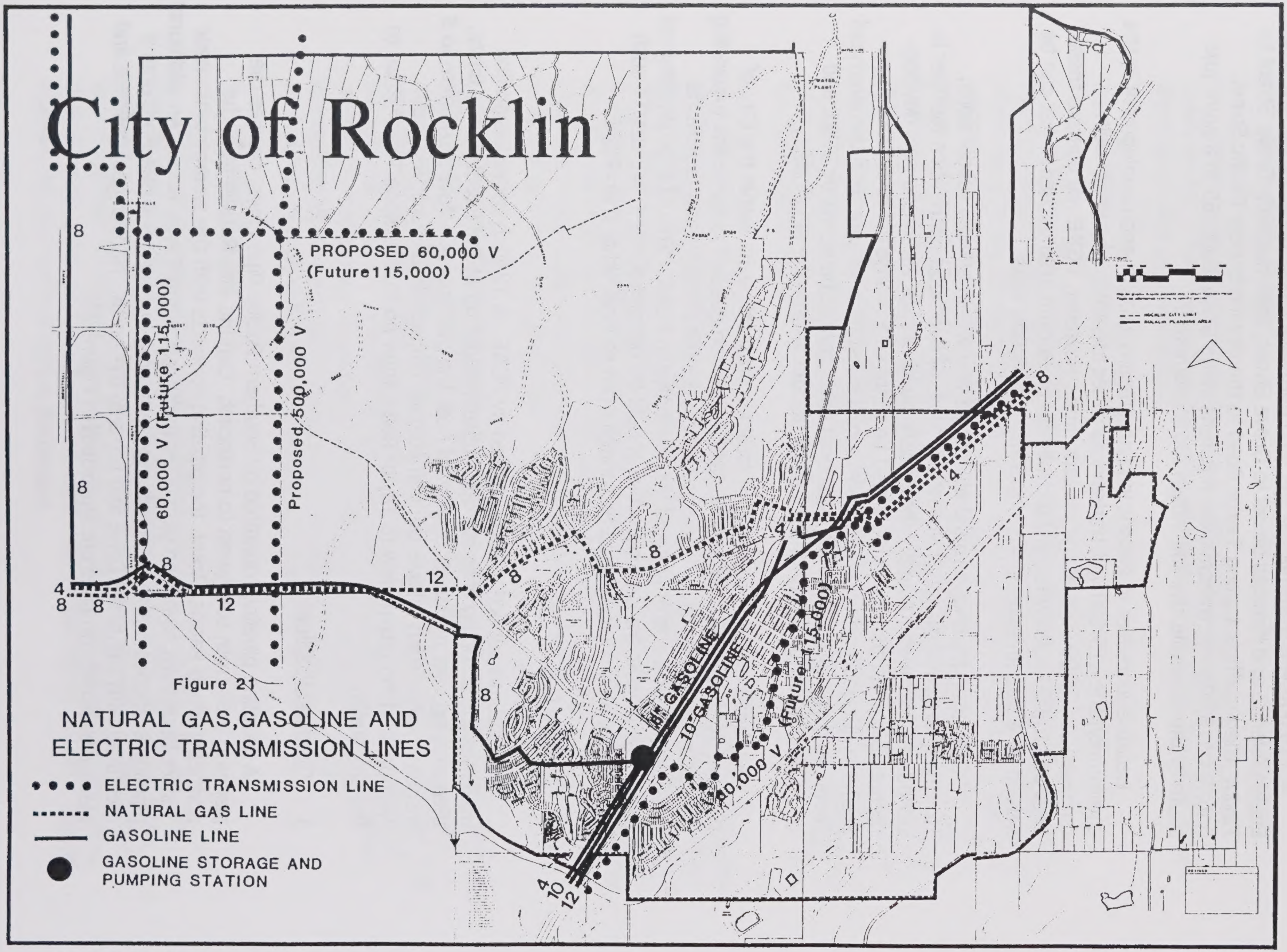


Figure 21

NATURAL GAS,GASOLINE AND ELECTRIC TRANSMISSION LINES

Source: Pacific Gas & Electric Company

k. Schools

The Rocklin Unified School District is responsible for providing K-12 services and facilities for the majority of the planning area. The district currently operates three schools: Parker-Whitney, Springview and Rocklin Elementary. The district currently uses the Roseville High School facility in Roseville and the Del Oro High School facility in Loomis, although the district conducts freshman and sophmore classes at the new Rocklin School District high school within the Stanford Ranch area of the City of Rocklin with junior and senior classes scheduled to be phased in over the next two years. Three other school districts provide education services for smaller portions of the planning area. These include the Roseville City School District, the Western Placer Unified School District and the Loomis Union School District.

l. Public Buildings and Facilities

Public buildings in the planning area include: Rocklin City Hall, Rocklin Police-Fire Station #1, Finn Hall, Rocklin Community Center, Third Street Recreation Building, County Branch Library, Parker-Whitney School, Springview School, Rocklin School, Sierra Community College, and the Fire Station #2. Public facilities are shown in Figure 22.

m. Solid Waste

Solid waste disposal in the study area is within the jurisdiction of the Regional Land Fill Authority. Placer County and the cities of Roseville, Rocklin and Lincoln formed the Authority to plan for and provide adequate disposal facilities for each of their jurisdictions. A site of approximately 400 acres was purchased by the Authority to meet its needs well into the future. Located on Pleasant Grove Road near Fiddyment Road and roughly 3.7 miles from the juncture of Placer Boulevard with Highway 65, the Western Regional Land Fill (WRLF) has an estimated total capacity of 8,600,000 cubic yards of solid waste.

Rocklin currently contracts with a private company to collect its residential, commercial and industrial solid waste. Refuse collection within the city limits is mandatory for all property owners.

## 2. Future Public Services and Facilities

As development occurs in the Rocklin planning area, expansion of public facilities and services will be required. The key role of the City is to ensure that public services will be available to new development. This will require the City to review development proposals carefully and to require assurances that public services will be provided.

a. Water Supply

Domestic water supplies are anticipated to be adequate to meet future water demands in the planning area. The Lower Zone 1 Treated Water Supply Master Plan (December 1987), prepared for the Placer County Water Agency, determined that the PCWA has adequate raw water supplies to meet projected water demands for Zone 1 users, which includes Rocklin, until the year 2011. The expansion of water treatment, storage and conveyance facilities will be necessary, however, to serve future development.

The PCWA water supply master plan recommends facility improvement programs for two time periods: short-term improvements through the year 1994, and long-term improvements through the year 2011. The recommended short-term improvements consist of expanding the design capacity of PCWA's water treatment plants (WTP's) from the current capacity of 15 mgd to over 30 mgd. This would include the current capacity expansion of the Foothill WTP to 25 mgd and expansion of the Sunset WTP to 6.5 mgd. Also recommended are a number of additional water storage facilities and water transmission pipelines.

To meet the projected Zone 1 water demand of 101.7 mgd by the year 2011, three long-term water supply alternatives are recommended: 1) joint PCWA/City of Roseville construction of additional pumping, treatment, transmission and storage facilities for water from the American River; 2) PCWA con-struction of a pumping station, treatment plant and transmission facilities at Folsom Lake near Horseshoe Bar; and 3) PCWA pumping of water out of the North Fork of the American River into the Auburn Tunnel, requiring construction of a pumping station and new WTP near the tunnel outlet and water conveyance facilities for transporting the water to the Foothill WTP.

b. Sewage Treatment

Existing sewer transmission lines and treatment facilities are not adequate to serve the ultimate needs of the planning area. The South Placer Municipal Utility District 1986 Sewer Master Plan (December 1986) has analyzed the future sewer needs within the district service area. The plan recommends a three-phased sewer trunk line development program consisting of facilities needed by the year 1991, facilities needed by 1996, and facilities needed after 1996 to serve ultimate growth within the service area. The Roseville Parallel Trunk Sewer project, which would add a second trunk sewer line system parallel to the existing Roseville Trunk Sewer, is the major project recommended in the sewer master plan. A number of other trunk sewers are expected to be built by individual developers or groups of developers forming assessment districts to serve their own properties.

The existing Roseville Regional Wastewater Treatment Plant has a current design capacity of 12 mgd, and is laid out so that it can be expanded in increments of 6 mgd to a total capacity of 24 mgd or more. Roseville is also holding open the option of constructing a second wastewater treatment plant adjacent to Pleasant Grove Creek to the west of the planning area. Since there are no known restrictions on expansion of the existing regional plant, and the option exists for the development of a new plant if necessary, sewage treatment capacity is not viewed as imposing a constraint on urban development by SPMUD.

### c. Law Enforcement

As the City grows, police protection services will need to be increased to provide adequate levels of protection. Future police staffing and facilities requirements are projected in the Rocklin Public Facilities Master Plan (February 1988). The plan projects the number of sworn officers and other personnel needed until the year 2010 under both a moderate and a high population growth scenario.

The existing Police Station, which shares space with the existing Fire Station and the City Planning Department, is currently experiencing overcrowding. Short-term options include facility expansion or absorbing Planning Department space when Planning moves to a separate facility as planned. In the long run, additional space will be required to accommodate Police facilities. The Public Facilities Master Plan estimates a need for additional Police Department space by the year 2010 under both the moderate and the high population growth rate scenario.

### d. Fire Protection/Rescue

Fire protection services will also require expansion as development occurs, if current ratios of personnel to citizens are to be maintained or improved. The Public Facilities Master Plan projects fire station needs based upon growth projections and patterns developed in the plan. The plan projects that a total of six Fire Stations will ultimately be needed to serve the planning area at build-out, with the timing of station construction being dependent upon the demands created by new development.

The general location of existing and proposed Fire Stations is illustrated in Figure 22. A comprehensive fire protection plan is currently being developed to estimate future City manpower, equipment, vehicle and station requirements more precisely. The location and total number of Fire Stations currently proposed will be subject to revision pending adoption of the final comprehensive fire protection plan.

### e. Schools

Educational facilities located in the planning area will not be adequate to serve expected development, and new schools will be necessary. The Rocklin School District Comprehensive Long-Range Master Plan (1984) projects an ultimate need for three additional K-6 schools in the existing City area, and five new K-6 schools and one new middle school (grades 7-8) in the remainder of the planning area. The total number of schools, both existing and proposed, would total ten K-6 and two middle schools at ultimate build-out. A site for a high school has also been designated by the Rocklin Unified School District.

### f. Electrical Service and Natural Gas

Electrical and natural gas requirements for the planning area will increase in the future and require PG&E to make major changes and additions to the facilities which supply these services. PG&E can adequately serve the planning area by periodically rebuilding and extending existing service lines and constructing new facilities. PG&E has identified the need for a number of facilities to accommodate the growth and development anticipated at this time. These include increased capacity at Pleasant Grove and Del Mar substations along with several new circuits extending from these substations; a new substation in the Stanford Ranch area and its associated 115,000 volt transmission line; and additional gas distribution and transmission lines and associated gas system facilities.

The City currently requires undergrounding of utilities in new developments. High voltage transmission lines should also be encouraged to be underground, with consideration being given to cost, safety, and aesthetic alternative routes prior to allowing new overhead utility lines.

### g. Public Buildings and Facilities

Existing public buildings will not be adequate as development in the planning area occurs. Expansion of existing buildings and construction of new community buildings will be needed. The existing City Hall can only be expanded to a certain point before additional space or a new City Hall will be required.

While the Community Center and Finn Hall can serve expansion of the existing City area, extensive development in the remainder of the planning area will require construction of additional community buildings. Currently, the City intends to develop a civic center area on lands surrounding the existing City Hall on Rocklin Road. The County Branch Library may require expansion, or construction of another branch.

### h. Solid Waste

The capability of the existing Western Regional Landfill to accept solid waste in the future will ultimately depend on population growth rates in the South Placer area. Placer County projects that the existing landfill will reach capacity in approximately 20 years. This does not take into account additional landfill life resulting from recycling pursuant to AB 939. An additional site has recently been purchased by the Western Regional Sanitary Landfill Authority, which is expected to at least double the capacity of the landfill site currently being used.

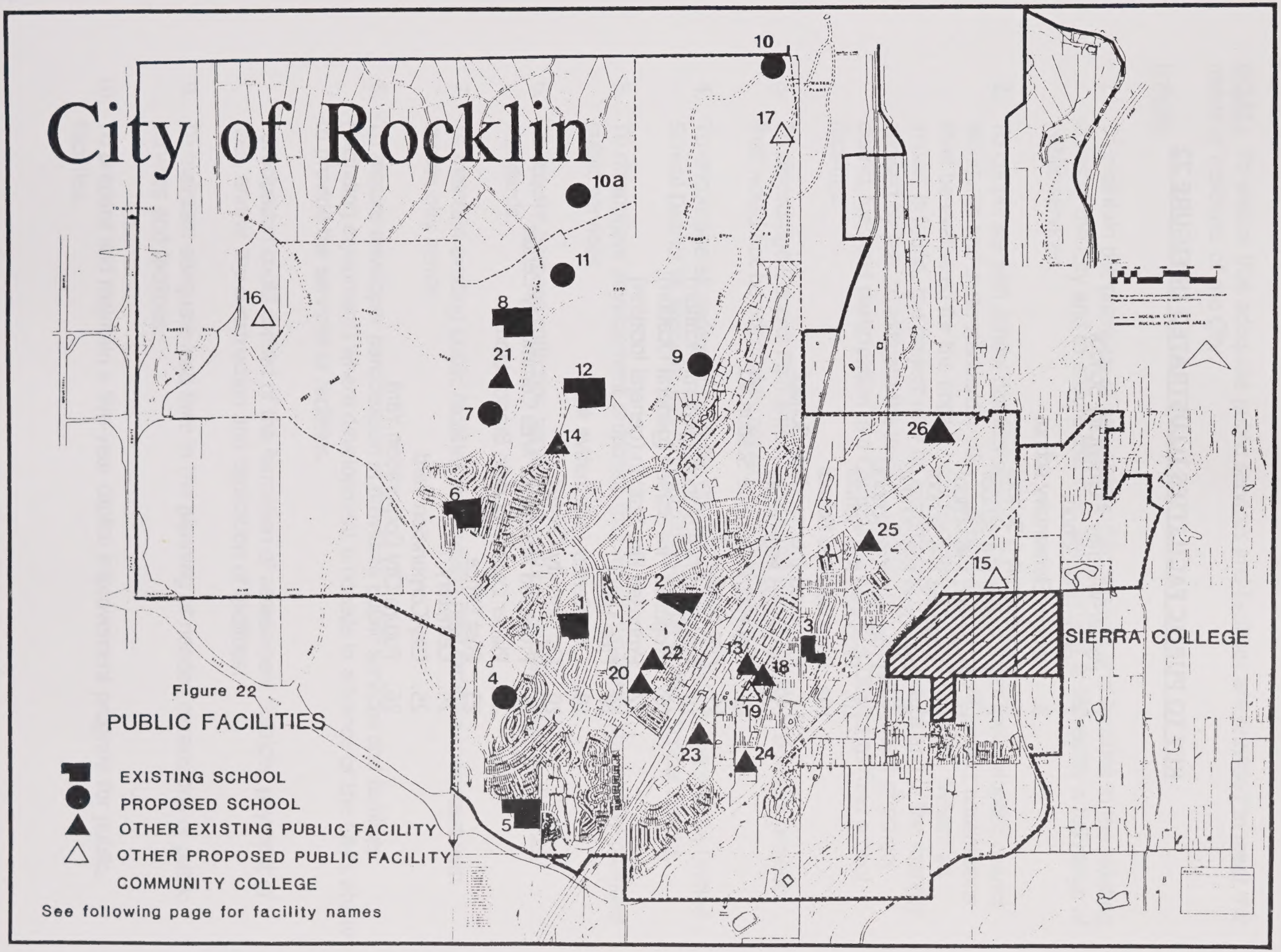


Figure 22

PUBLIC FACILITIES

See following page for facility names

## KEY TO PUBLIC FACILITIES ILLUSTRATED IN FIGURE 22

1. Parker-Whitney Elementary School
2. Springview School
3. Rocklin Elementary school
4. Proposed K-6 School
5. Proposed K-6 school
6. Proposed K-6 school
7. Proposed K-6 School
8. Proposed K-6 school
9. Proposed K-6 School
10. Proposed K-6 School
10a. Proposed K-6 School
11. Proposed Intermediate School
12. Proposed High school
13. City Hall/Police/Fire Station #1
14. Fire Station #2
15. Proposed Fire Station (general location)
16. Proposed Fire Station (general location)
17. Proposed Fire Station (general location)
18. Finn Hall
19. Civic Center (Alternative #1)
20. Community Center
21. Proposed Northwest Area Community Center
22. Placer County Rocklin Branch Library
23 Post Office
24. Cemetery
25. City Corporation Yard
26. Future City Corporation Yard

## 3. Public Services and Facilities Goal and Policies

**GOAL:** To ensure that adequate public services and facilities are provided to meet the needs of residents of the City.

Policies

1. To maintain the provision of adequate public services and facilities to the existing areas of the City and to ensure that new development is served by a full range of public services.

2. To cooperate with school districts serving the City to meet their adopted district standards and state standards. All residential development project applications shall be evaluated for the impact on school services and facilities. Where an impact is found, the project may be conditioned to the extent and in the manner allowed by law, to mitigate the impact, such as requiring payment of school district fees and participation in a Community Facilities District to fund school facilities.

3. To discourage General Plan amendments and rezonings for residential projects that would not be adequately served by school facilities.

4. To encourage all annexations in the City which are outside of the Rocklin Unified School District to apply for inclusion into the Rocklin Unified School District.

5. To disapprove development proposals that would negatively impact City-provided public services.

6. To require garbage collection services to ensure the maintenance of health standards.

7. To maintain existing public facilities and provide new facilities consistent with community needs.

8. To require developer participation in providing public services and facilities (including equipment) where development proceeds in advance of the City's ability to provide the services or facilities.

   Participation could consist of the formation of assessment districts, payment of fees, and/or the construction and dedication of facilities.

9. To maintain adequate lead time in the planning of needed expansions of public services and facilities.

10. To prepare and maintain a five-year capital improvement program for public facilities.

11. To require that prior to any annexations to the City, a study of infrastructure needs and a public facilities and financing plan be completed for the area to be annexed.

12. To provide for the ongoing operation and maintenance of City services through the utilization of the existing Community Facilities District No. 1, Lighting and Landscaping District, Park Development and Maintenance District and similar financing mechanisms.

13. To maintain and update a public facilities plan that includes projected staff needs and building space requirements.

14. To encourage the development of a centralized Civic Center in the vicinity of the existing City Hall.

15. To encourage Placer County to require development improvements to be compatible with City standards, should lands be developed in the county prior to annexation.

16. To encourage joint venture public and private use of facilities, such as combining public offices and public recreational facilities with private commercial, industrial and private recreational uses.

17. To encourage the undergrounding of existing and proposed utility lines, where feasible.

18. To encourage programs to reduce, recycle, and reuse solid waste materials to the extent possible.

# V. AREA PLANS

This chapter briefly describes the one Area Plan which has been adopted by the City, which is the Southeast Rocklin Circulation Element. An Area Plan, sometimes referred to as a Community Plan, is a specialized plan that addresses a particular region or community within the overall planning area. Area plans are part of the General Plan, and are focused planning documents that are refinements in General Plan policy that reduce the General Plan's scope to focus on a smaller geographic area, or on special topics. An area plan is adopted in the same manner as a General Plan amendment.

The Southeast Rocklin Circulation Element, adopted by the City in 1989, identifies future street routes and establishes circulation goals, objectives and policies for the portion of the City located southeast of Interstate 80. The goal of the element is to develop a safe and efficient collector and arterial circulation system for the southeast Rocklin area which will accommodate traffic volumes expected from a build-out of the area.

Persons residing, doing business, or planning to develop land within the boundary of the Southeast Rocklin Circulation Element should refer to the document in order to determine the goal, objectives and policies which have been adopted by the City for the plan area. The goal, objectives, and policies contained in the Southeast Rocklin Circulation Element supplement those con-contained in this General Plan. The area covered by the element is shown in Figure 23. The entire Southeast Rocklin Circulation Element is attached hereto as Appendix B, and incorporated herein into the Rocklin General Plan.

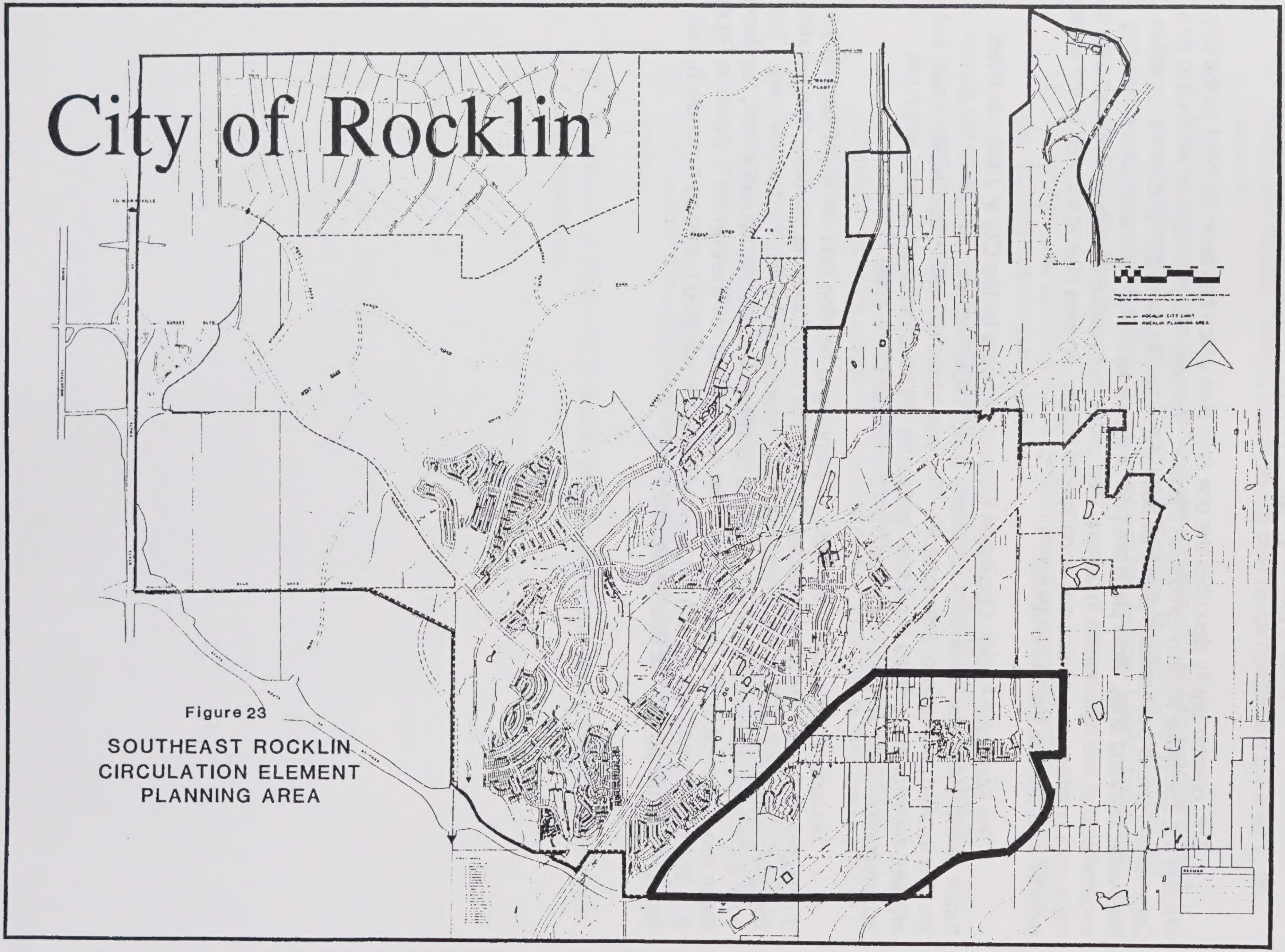


Figure 23

SOUTHEAST ROCKLIN
CIRCULATION ELEMENT
PLANNING AREA

# VI. ADDITIONAL DEVELOPMENT DOCUMENTS AND GUIDELINES

In addition to the area plan discussed in the previous chapter, the City has adopted a number of additional documents and guidelines. These include the Stanford Ranch General Development Plan, the Redevelopment Plan for the Rocklin Redevelopment Project, The Front Street Historical Area Master Plan, the Rocklin Downtown Revitalization Plan and Design Guidelines, and the Public Facilities Master Plan. These documents and guidelines differ from the Southeast Rocklin Circulation Element in that they are not considered part of the General Plan. They are, however, important documents in that they identify the special interests which the City has within the area covered by each document. Persons residing, doing business, or planning to develop or redevelop land within areas covered by these documents may wish to view them at the City of Rocklin Community Development Department.

A brief summary of each document follows:

## A. STANFORD RANCH GENERAL DEVELOPMENT PLAN

The Stanford Ranch Development Plan, adopted in 1987, established development standards for the 3,245-acre Stanford Ranch project. The plan sets land use and zoning boundaries, project design standards, and conditions of development, rezoning and annexation approval. The Stanford Ranch project area is illustrated in Figure 24.

## B. REDEVELOPMENT PLAN FOR THE ROCKLIN REDEVELOPMENT PROJECT

In 1985, the City adopted the Redevelopment Plan. The plan established the Community Redevelopment Agency, and designates its powers, duties and obligations with regard to implementing the plan's programs for the redevelopment, rehabilitation and revitalization of those portions of the City located within the redevelopment project area. The major goal of the plan is to strengthen the economic base of the project area through the installation of site improvements, the design and development of undeveloped or underused areas, the establishment of performance criteria to assure high design standards, and the expansion and improvement of the supply of housing for low-and moderate-income persons.

The redevelopment project area is depicted in Figure 25.

## C. FRONT STREET HISTORICAL AREA MASTER PLAN

The Front Street Historical Area Master Plan was adopted in 1982 in order to help preserve and enhance structures located within the City's historical area and to guide further development. The Plan identifies permitted uses within the historical area, establishes the Front Street Historic Committee and invests them with specific duties and powers, and establishes architectural styling and design criteria. The Rocklin Historical Area boundary is shown in Figure 26.

## D. ROCKLIN DOWNTOWN REVITALIZATION PLAN AND DESIGN GUIDELINES

Adopted in 1988, the Rocklin Downtown Revitalization Plan is oriented toward guiding physical improvements in the downtown Rocklin area in order to enhance the potential for economic development. The Plan contains guidelines for both public and private improvements relating to land use, circulation, parking, streetscape, architecture, lighting, signage and historic preservation. Figure 27 illustrates the Downtown Revitalization Plan area.

## E. PUBLIC FACILITIES MASTER PLAN

The Public Facilities Master Plan, adopted in 1988, provides a basis for long-range financing decisions necessary to assure the adequate provision of public facilities and capitol equipment as the City continues to develop. The Plan considers the direct impact of City growth on administrative facilities, public safety facilities, fire protection services, culture and leisure facilities, public works facilities, and streets and roads. The Plan estimates the cost of providing the additional projected public facilities and capital equipment, evaluates the City's existing mitigation fee structure, and reviews additional alternative financing mechanisms. The Plan covers the entire General Plan Sphere of Influence.

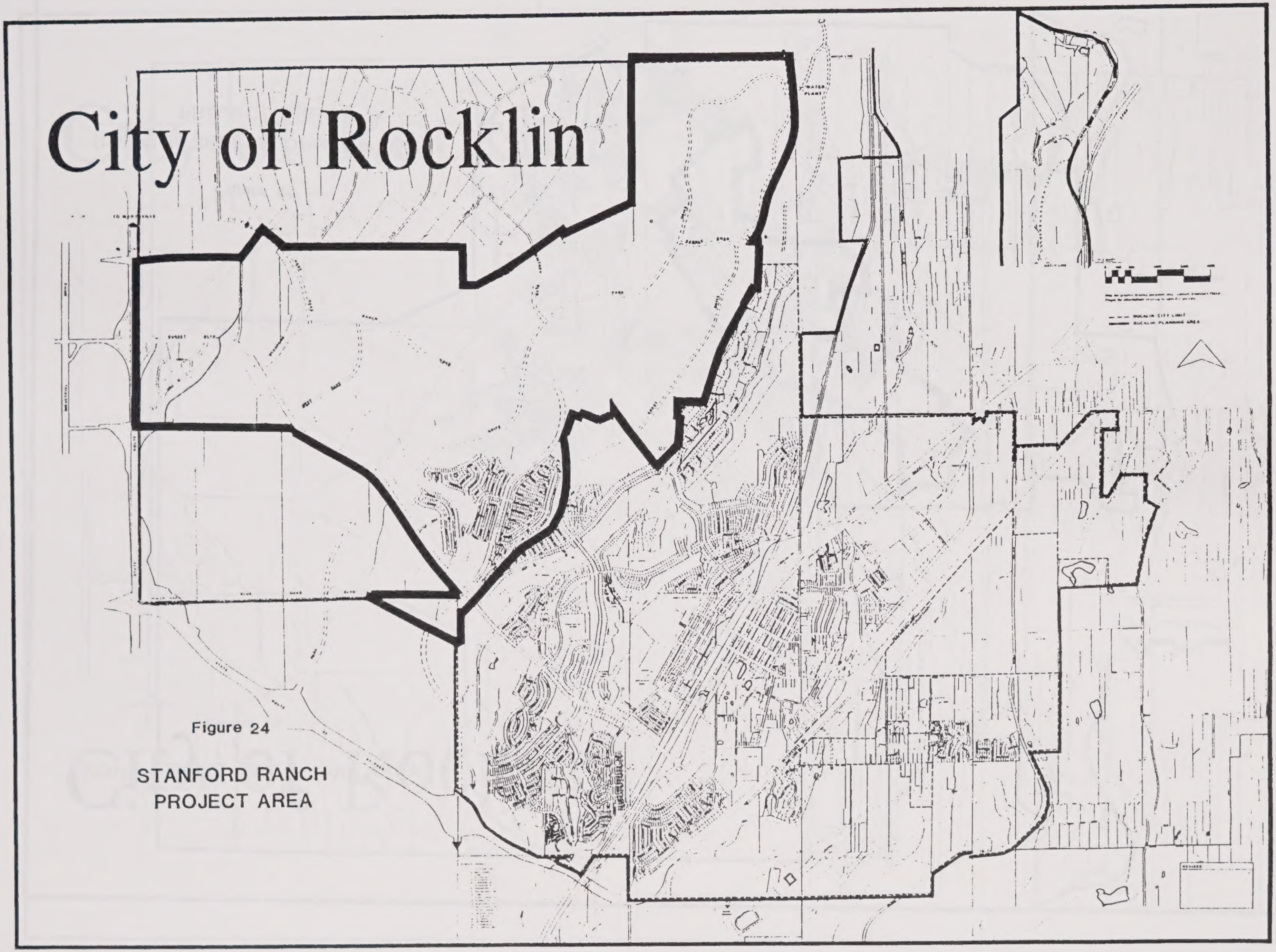


Figure 24

STANFORD RANCH
PROJECT AREA

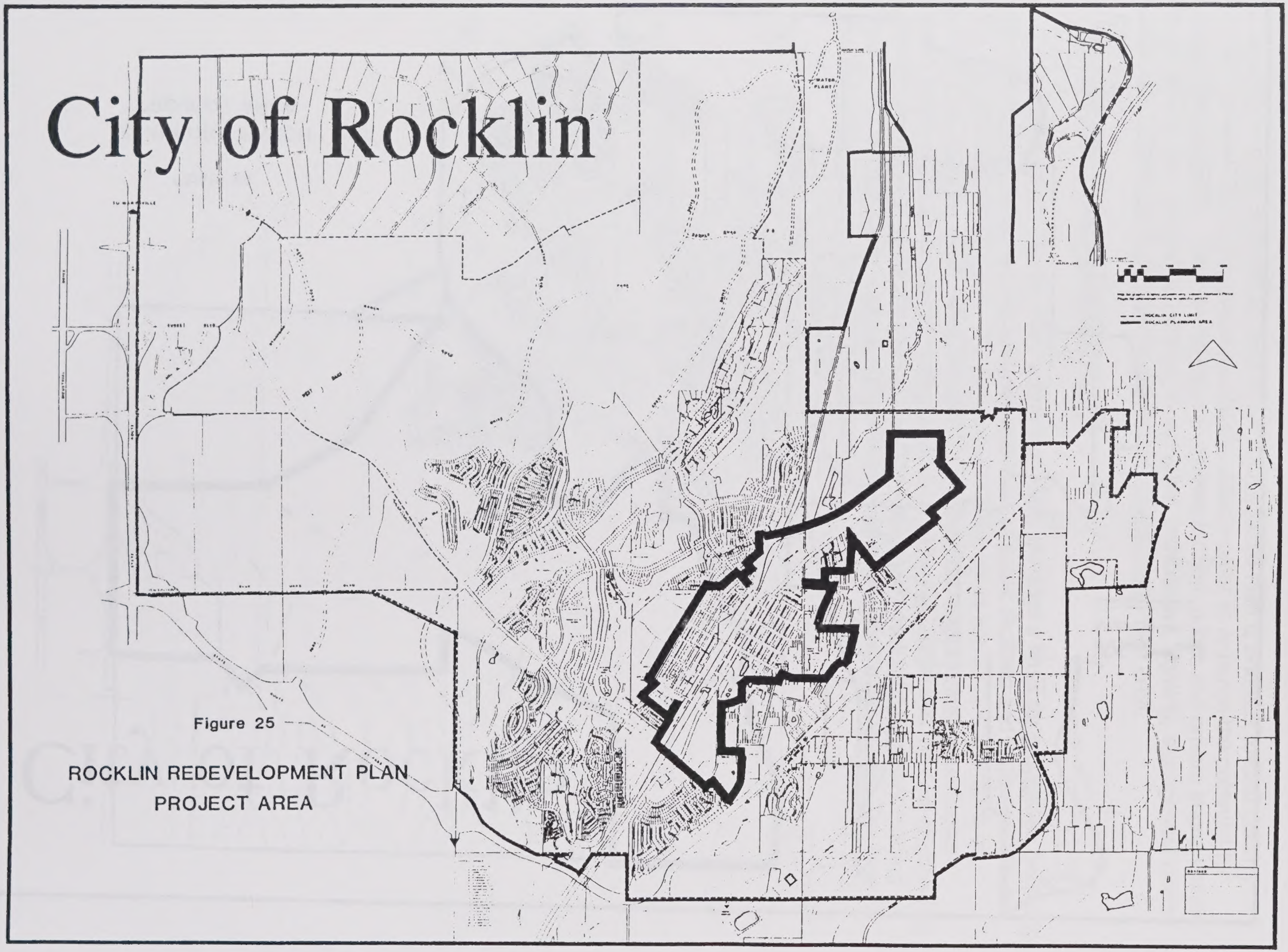


Figure 25

ROCKLIN REDEVELOPMENT PLAN
PROJECT AREA

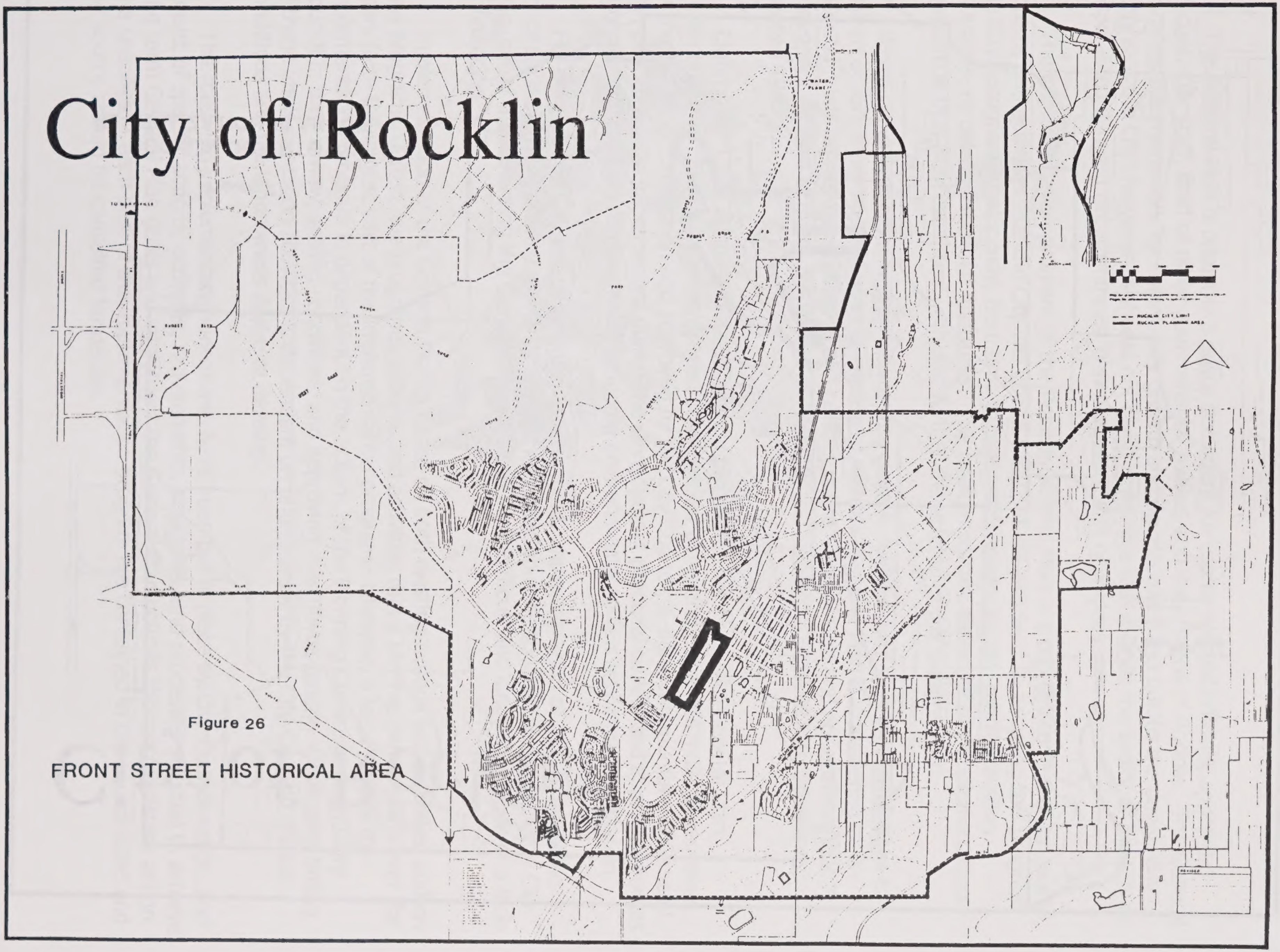


Figure 26

FRONT STREET HISTORICAL AREA

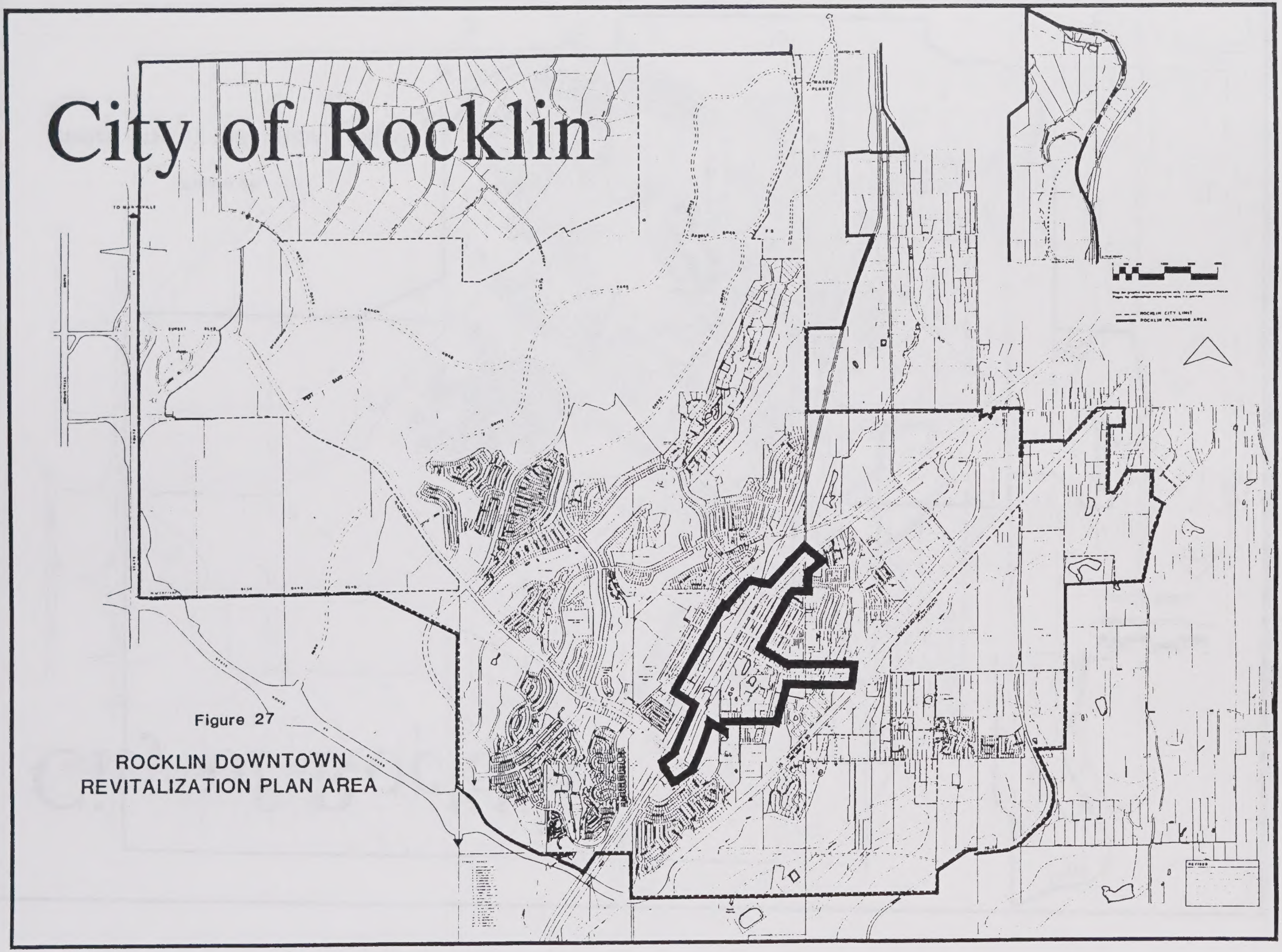


Figure 27

ROCKLIN DOWNTOWN
REVITALIZATION PLAN AREA

# VII. IMPLEMENTATION

The General Plan is primarily a policy document for use by elected officials, appointed officials, City staff, staff of other governmental bodies, and the citizens of Rocklin. The General Plan sets the framework for community growth and development and guides the day-to-day actions of the City; however, it should not be so restrictive that it limits the ability of the City to respond to changing circumstances, new proposals, and new ideas.

The implementation program of the Rocklin General Plan is a coordinated set of measures, actions, and activities that the City will use to carry out the policies. In adopting this program the City recognizes that it may, from time to time, add new measures, modify existing measures, or delete unneeded measures. The most important aspect of any implementation measure is that it be consistent with and further the policies of the General Plan.

Based on various legal interpretations, the general rule for consistency determination is that an action, program, or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment. (State of California, Office of Planning and Research, General Plan Guidelines, Revised 1987.)

Clearly, the City Council and the Planning Commission are central to General Plan implementation. Because the majority of development plans and proposals must be reviewed by the planning commission and approved by the City Council, a significant number of General Plan policies will be implemented during the development proposal review and approval process through conditions on development, including environmental review and impact mitigation.

For areas of the City not undergoing development, implementation of the General Plan policies will be accomplished primarily through non-development oriented activities of the City. This part of implementing the General Plan is often more difficult and lengthy because of a lack of financing.

Implementation of the General Plan is based on both existing actions and activities, and on new programs. Often, the programs, actions, and activities that a city has put in place over the years form the largest part of the implementation program. Likewise, a large part of the implementation program is dependent on the actions of the Planning Commission and City Council in their review, setting conditions, and approving new development. Obviously, timing of these implementation activities is dependent on priorities set by the City Council, market conditions and the landowners desire to develop.

The following implementation measures have been put in place by City Council action, and consist of specific actions, activities, requirements, standards, and processes selected to achieve long term General Plan goals and implement the General Plan policies though consistent action. The specifics of each part of the implementation program are contained in the source cited and the source should be consulted for details.

## A. OVERALL POLICY DEVELOPMENT, PLAN IMPLEMENTATION AND CITIZEN INVOLVEMENT

### 1. Legislative

The Rocklin City Council is vested with the legislative power of the City. Overall policy implementation of the General Plan is the responsibility of the City Council and is accomplished through the adoption of ordinances, rules, regulations, policies, resolutions, development approvals, and other actions. All actions approved by the City Council are done in open session with opportunity for public input. (Rocklin Municipal Code, 2.04)

### 2. Administrative

The City of Rocklin has established the position of City Manager, who is selected by the City Council. The City Manager and his staff are responsible for enforcing all laws and ordinances of the City, including General Plan policies and implementation activities approved by the City Council. (Rocklin Municipal Code, Chapter 2.20)

### 3. Planning

The Planning Commission is responsible for developing the General Plan of the City; for reviewing development plans, proposals, and specific plans; for investigating and making recommendations on General Plan implementation actions; for reporting on the status of the General Plan and its implementation; and for advising the City Council. (Rocklin Municipal Code, Chapter 2.40)

### 4. Parks And Recreation

The Recreation Commission is responsible for advising the City Council on issues related to City parks and recreation programs. (Rocklin Municipal Code, Chapter 2.44)

### 5. Industrial Development

The City has the authority to activate an Industrial Development Authority in order to provide new and alternative methods of capital financing for industry to acquire, construct, or rehabilitate facilities, the use of which will serve public purposes. The City has not activated such an Authority to date, but has instead used the Redevelopment Agency to achieve the same goals in the development of industrial land. (Rocklin Municipal Code, Chapter 2.56)

### 6. Redevelopment Agency

The Redevelopment Agency of the City of Rocklin is responsible for governing the activities of the agency in removing blight from the designated redevelopment area and making improvements to improve public health, safety, and welfare. (Rocklin Municipal Code, Chapter 2.52)

### 7. Emergency Services

The City has established a Disaster Council, which is responsible for preparing emergency plans, and recommending them for adoption to the City Council, for the protection of persons and property in the event of an emergency situation including: fire, flood, storm, epidemic, riot, earthquake, or other conditions. (Rocklin Municipal Code, Chapter 2.32)

### 8. Design Review

The City has established a Design Review Board, which is responsible for reviewing matters relating to aesthetics or architectural judgment of an improvement project. (Rocklin Municipal Code, Chapter 17.72 and City Ordinance No. 564)

### 9. Mobile Home Rent Control Commission

The Rocklin Mobile Home Rent Control Commission has the authority to appoint an administrative hearing officer under the current ordinance. This ordinance provides for the phasing out of rent control on existing units as they are sold. (Rocklin Municipal Code, Chapter 2.46)

### 10. Front Street Advisory Committee

The Front Street Advisory Committee reviews plans for the Front Street Historic Area and advises the City on activities to preserve and enhance the historic area. (Rocklin Municipal Code, Chapter 2.46)

### 11. Board of Appeals (Uniform Building Code)

The Board of Appeals considers suitable alternative materials and methods of construction for interpretation of the Uniform Building Code.

## B. LONG RANGE PLANNING AND REGIONAL COORDINATION

### 1. General Plan

The City prepares and updates, at periodic intervals, a General Plan. The City prepares its General Plan in accordance with Government Code §§ 65300. The City also uses the General Plan Guidelines prepared by the Office of Planning and Research, State of California. The City implements the General Plan through various actions and activities that are consistent with, and further, the policies of the General Plan.

### 2. Redevelopment Plan

The City has created a Redevelopment Agency, designated a redevelopment area, and approved a long term redevelopment plan to guide improvements in the redevelopment area. (Redevelopment Plan for the Rocklin Redevelopment Project, 1985)

### 3. South Placer Policy Committee (SPPC)

The City is a member of the SPPC, which is a four member committee made up of Placer County, City of Rocklin, City of Roseville, and City of Lincoln. The purpose of the SPPC is to study planning and development activities in South Placer and to cooperate in timing and implementation of actions that mitigate adverse impacts and facilitate sound development. (Coordination Agreement, 1980)

### 4. Sanitary Landfill Authority

The City is a member of the Western Regional Sanitary Landfill Authority, a joint powers agency, which operates a sanitary landfill in western Placer County, southwest of Rocklin. The authority also plans for future landfill needs. (Western Regional Sanitary Landfill Authority JPA Agreement, 1979)

### 5. Emergency Plan And Organization

The City has an adopted emergency plan and organization that provides guidance for emergency operations. The plan provides guidance for coordination of emergency response, establishes authority and responsibilities, and establishes standards for emergency mobilization. (City of Rocklin Emergency Plan)

### 6. Housing

The City has an adopted Housing Element that has been certified to meet state standards. The Housing Element, which is a separate document of the General Plan, provides goals, objectives, and an action plan for City activities in the provision of housing to all income groups. (City of Rocklin Housing Element, June 1983)

### 7. Design Review

The City has adopted a design review code for multi-family, commercial, and industrial development. No building permit is issued for these types of development until they meet the design standards. (Rocklin Municipal Code, Chapter 17.72)

### 8. Flood Control And Water Conservation

The City is an active participant in the Placer County Flood Control and Water Conservation District which has been formed to solve flood control and water conservation problems in Placer County. (SB 1312, Chapter 689, California Government Code)

### 9. School District Master Plans

The City has encouraged and cooperated with local school districts in the development and implementation of long range school district master plans. The City has also adopted resolutions and requirements that mandate mitigation of impacts on school facilities.

### 10. Front Street Historical Area Master Plan

The City has prepared and adopted the Front Street Historical Area Master Plan in recognition that preservation and enhancement of the City's past is an important part of planning for its future. An amendment to the zoning ordinance has been adopted formally establishing the district, the permitted California Transportation Commission uses, and an architectural review committee. (Rocklin Municipal Code, Chapter 17.61)

### 11. Public Facilities Master Plan

The City has an adopted public facilities master plan, the purpose of which is to provide a basis for long-range financing decisions needed because of increasing demand for public facilities and capital equipment. The master plan estimates future staffing needs and identifies public facilities and capital equipment needed through the year 2010. The plan also projects costs for construction and required land acquisition, and reviews alternative financing mechanisms. (City of Rocklin Public Facilities Master Plan, 1988)

### 12. Placer County Transportation Commission

The Placer County Transportation Commission (PCTC) is the primary agency responsible for transportation within the Placer County region. Agencies which coordinate transportation planning through the PCTC include the County of Placer, the incorporated cities, the Sacramento Area Council of Governments, the Sierra Planning Organization, the Tahoe Regional Planning Agency and the State Department of Transportation (Caltrans). The nine member commission consists of one member chosen from each of the six cities, two members chosen from the Placer County Board of Supervisors, and one citizen-at-large appointed by the Board of Supervisors.

### 13. Sacramento Area Council of Governments

The Sacramento Area Council of Governments (SACOG) is a voluntary association of city and county governments which includes the cities of Rocklin, Roseville and Lincoln. SACOG is responsible for the preparation of a number of regional plans and studies influencing the South Placer area. These include the update of the regional Air Quality Plan; preparation of the Regional Transportation Plan, which is coordinated with the Placer County Transportation Commission; and the preparation of the Sacramento Metropolitan Area Transportation study. Rocklin is represented on the SACOG Board by a Board member alternately selected from either Rocklin, Roseville or Lincoln. Rocklin is also represented on a number of SACOG's technical and policy committees providing input into regional plans and studies.

## C. LAND USE AND CONSTRUCTION REGULATION

### 1. Zoning

The City has adopted a zoning ordinance that divides the community into land use districts and prescribes allowable uses and development standards for lands within each district. Land uses of compatible intensity are grouped together. The zoning ordinance includes regulations for such things as minimum lot sizes, building heights, setback requirements, and parking requirements. The City views the zoning ordinance as its primary tool in implementing the General Plan. (Rocklin Municipal Code, Title 17)

### 2. Subdivisions

The City has adopted a subdivision ordinance to regulate the subdividing of land within the City. The ordinance includes regulations for all aspects of lot design, subdivision improvements, access, land dedications, and protection from flood damage. (Rocklin Municipal Code, Title 16)

### 3. Street, Utilities And Sidewalk Standards

The City has adopted regulations governing the installation of street, utility, and sidewalk improvements. All street, utility, and sidewalk improvements must be to the standards set by the City Council. (Rocklin Municipal Code, Chapter 15.18)

### 4. Uniform Construction Codes

The City has adopted uniform Construction Codes which regulate all building within the City, including: building, mechanical, electrical, plumbing, and fire. These codes ensure the construction of safe buildings and structures within the City by requiring that all buildings be constructed to recognized national and international construction standards. The City also has the authority to add additional Construction Code requirements in order to meet specific location criteria. (Rocklin Municipal Code, Chapter 15.04)

### 5. Landscaping Plans

The City has adopted an ordinance requiring that a landscaping plan be submitted to the Design Review Board, for review and approval, for projects within commercial, business-professional, multi-family residential, or industrial zones. (City Ordinance No. 564)

### 6. Development Agreements

The City has adopted an ordinance that allows it to enter into development agreements with project proponents. The agreements allow the City to set special development conditions and standards and to ensure compliance. (Rocklin Municipal Code, Chapter 17.92)

### 7. Annexations

The City has adopted a resolution to regulate the processing of the annexation of land into the City. (City Resolution 85-200)

## 8. Ridesharing Program And Transportation Plans

The City has adopted an ordinance requiring ridesharing activities and transportation plan preparation as a condition of development. This ordinance is intended to reduce vehicle emissions by reducing vehicle trips and to reduce peak hour traffic circulation and vehicle miles generated by home-to-work commute trips. (Rocklin Municipal Code, Chapter 17.94)

## 9. Planned Development Districts

The City's Zoning Ordinance allows the designation of undeveloped areas as planned development districts. The purpose of this ordinance is to encourage more creative uses of land, while protecting the public health and welfare, and to set design criteria and development standards. (Rocklin Municipal Code, Chapter 17.60)

## 10. Tentative Map Conditions

The City places requirements on tentative maps, as a condition of approval, to regulate subdivisions, ensure compliance with local requirements, mitigate negative environmental impacts, and implement the policies of the General Plan. (Subdivision Map Act, §§ 66411)

## 11. Environmental Impact Reports

The City has adopted guidelines that provide objectives, criteria, and procedures for evaluation of projects and the preparation and processing of environmental impact reports under the provisions of the California Environmental Quality Act (CEQA). The City has also adopted State CEQA Guidelines by reference. (City Resolution 84-60)

## 12. Industrial Development Authority

The City has established an Industrial Development Authority in order to provide new and alternative methods of capital financing for industry to acquire, construct, or rehabilitate facilities, the use of which will serve public purposes. (Rocklin Municipal Code, Chapter 2.56)

## 13. Density Increase Incentive Program

The City has adopted a Housing Density Increase Incentive Ordinance to assist in the provision of affordable housing by providing housing density increases to builders agreeing to provide a certain percentage of their housing units to very low, low and moderate income households. (Rocklin Municipal Code, Chapter 17.96)

### 14. Procedures for Processing Development Applications

The City has adopted procedures for determining the completeness of development applications and for processing development applications. (City Resolution 84-61)

## D. SAFETY AND HEALTH

### 1. Animals

The City has adopted an ordinance to regulate animals within the City, in order to protect citizens from threats to their health and safety. (Rocklin Municipal Code, Title 6)

### 2. Nuisance Abatement

The City has adopted an ordinance to abate nuisances: including abandoned or inoperative motor vehicles, and weeds and rubbish. (Rocklin Municipal code, Title 8)

### 3. Traffic

The City has adopted a Vehicle and Traffic Ordinance to ensure safe vehicle use and traffic conditions within the City. The ordinance regulates vehicle use, turning movements, one-way streets, alleys, pedestrians, parking and loading zones, commercial vehicles, trains, bicycles and truck routes. (Rocklin Municipal Code, Title 10)

### 4. Traffic Committee

The Traffic Committee is a standing committee currently consisting of the Chief of Police, the Fire Chief and City Engineer. The committee makes recommendations regarding traffic regulation such as stop signs, parking signs, street signs, street channelization, signalization, and other items pertaining to the improvement of traffic conditions and the enforcement of traffic regulations. (Rocklin Municipal Code, Chapter 10.08)

### 5. Fire

The City has adopted the Uniform Fire Code as part of its building regulations. This code governs the fire requirements in building and construction. (Rocklin Municipal Code, Chapter 15.04)

### 6. Underground Utilities

The City has adopted an Underground Utilities District Ordinance that allows the City to require underground utility installation for public health safety, or welfare. (Rocklin Municipal Code, Chapter 13.04)

### 7. Truck Routes

The City has adopted a Commercial Vehicle Ordinance that allows the City to regulate street use by trucks, and truck parking, in order to protect residents from safety hazards and excessive noise. (Rocklin Municipal Code, Chapter 10.32)

### 8. Solid Waste Collection

The City has adopted a Solid Waste Collection Ordinance that imposes mandatory solid waste collection in order to protect the health, welfare, and safety of all residents. (Rocklin Municipal Code, Chapter 13.08)

### 9. Flood Hazard

The City has adopted a Flood Hazard Ordinance to restrict or prohibit unsafe land uses in flood prone areas, to control the alteration of natural flood-plains, to control development activities that would increase flood danger, and to control the diversion of flood waters. (Rocklin Municipal Code, Chapter 15.16)

### 10. Hazardous Material Cleanup

The City has a Hazardous Materials Cleanup Ordinance which will allow it to collect reimbursement for costs incurred from those responsible for hazardous waste spills. (Rocklin Municipal Code, Chapter 8.20)

### 11. Heritage Tree Code and Oak Tree Preservation

The City has an adopted a Heritage Tree Ordinance and an Oak Tree Preservation Ordinance to protect significant heritage trees and oak trees, promote scenic beauty, reduce soil erosion, improve air quality, and abate noise. (Rocklin Municipal Code, Chapters 12.12 and 12.08)

## E. FEES, CHARGES, AND ASSESSMENT DISTRICTS

### 1. Building, Planning And Engineering Fees

The City collects building permit, plan check, planning, zoning, and engineering fees, which are used to finance planning service, building inspection, and engineering review. (Rocklin Municipal Code, Chapter 17.84)

### 2. Environmental Review Costs

The City requires reimbursement for the total costs of all environmental reviews required during the development approval processes. In most cases, the City uses environmental consultants who are hired by the City, but paid for by development fees, to prepare major environmental reports. (Rocklin Municipal Code, Chapter 17.84)

### 3. Sewer And Water Connection Charges

The sewer and water providers in the City collect hook-up charges which are used to finance expansion of treatment facilities in order to serve new development. Such charges are not City fees, but are instead collected and used by the respective utility providers.

### 4. Parks And Recreation

The City collects a Park and Recreation Fee to provide and maintain park and recreational facilities. (Rocklin Municipal Code, Chapters 16.28 and 17.71)

### 5. Construction Taxes

The City collects Construction Taxes for the purpose of capital expenditures and park and recreation; including park development, acquisition of open space, development of public buildings, development of bicycle trails and for fire equipment. (Rocklin Municipal Code, Chapter 3.16, Article I)

### 6. Traffic Impact Fee

The City collects a Traffic Impact Fee for the purpose of implementing the Circulation Element of the General Plan, as well as for providing traffic improvements. Such improvements include provision of traffic signals, traffic control signs, other traffic control devices, and roadway improvements. (Rocklin Municipal Code, Chapter 3.16, Article IV)

### 7. School Impaction

The City authorizes the collection of School Impact Fees by school districts within the City in order to provide school facilities. (Rocklin Municipal Code, Chapter 15.24) In addition, the Rocklin School District collects fees under Government Code §§ 53080 and utilizes special assessment districts for school financing.

### 8. Park Maintenance District

The City has established a City-wide Park Maintenance District for the maintenance and improvement of existing parks. Newly annexed land is generally required to be annexed into the district. (City Resolution 87-31)

### 9. Lighting and Landscaping District

The City has established a City-wide Lighting District and a separate Landscape and Lighting District to fund the operation and maintenance- of existing and proposed street - lights, as well as the maintenance of landscaping within arterial and collector rights-of-way. (City Resolutions 79-85 and 84-138)

### 10. Community Facilities District

The City has established a Community Facilities District #l, which provides for the operation and maintenance funding of police and fire services to newly annexed areas and to areas that undergo substantial increases in land use intensities due to the approval of General Plan amendments. (City Resolution 86-102)

### 11. Other Assessment Districts

The City periodically allows the establishment of other special assessment districts on a project-by-project basis, as warranted, to construct and maintain development improvements in specific portions of the City.

## F. IMPLEMENTATION MEASURES UNDER REVISION

1. Sign Code Update
2. Development Standards-Hillside Policies
3. Park Development Guidelines
4. Tree Ordinance Update

## G. IMPLEMENTATION MEASURES TO BE DEVELOPED

1. Landscaping Standards
2. Bicycle Lane and Trail Standards
3. Historic Preservation Plan
4. Rocklin Air Quality Plan
5. Comprehensive Grading Ordinance
6. City of Rocklin Master Drainage Plan
7. Rock Outcropping Preservation Plan
8. Procedure for Designation of Historically Significant Structures, Sites, and Geologically Unique Areas

## H. IMPLEMENTATION MEASURES AFFECTING THE CITY BUT DEVELOPED BY OTHER AGENCIES

1. Regional Transportation Plan (SACOG)
2. Regional Transportation Improvement Program (SACOG)
3. Regional Air Quality Plan (SACOG)
4. Placer County Hazardous Waste Management Plan
5. Placer County Solid Waste Management Plan
6. Placer County Flood Control District Master Drainage Plan
7. Lower Zone 1 Treated Water Supply Master Plan (Placer County Water Agency)
8. Sewer Master Plan (South Placer Municipal Utility District)
9. School Master Plan (Rocklin Unified School District)
10. Light Rail Corridor and Transit Facility Study

**ADDENDUM** **11/17/92**

Please note the following corrections to paragraph five located on page 20 of the General Plan document. This paragraph should read as follows:

The Public Facilities Master Plan (February 1988), prepared for the City, developed population projections based upon moderate and high growth scenarios. The plan porjects a total population of 36,000 by the year 2010 using a moderate growth scenario of 400 residentail units per year, and nearly 49,000 under a high growth sceneario of 600 residential units per year. Table 1 illustrates City growth from 1900 through 1990, while Table 2 illustrates population growth between 1995 and 2010 under the two scenerarios developed by the Public Facilities Master Plan. Figure 2 presents a graphic represeentation of these growth trends.

G:\genplan\maindoc.doc

# APPENDIX A

SEE APRIL 1992
HOUSING ELEMENT

# APPENDIX B

## SOUTHEAST ROCKLIN

## CIRCULATION ELEMENT

# SOUTHEAST ROCKLIN CIRCULATION ELEMENT

## Goal

To develop a safe and efficient collector and arterial circulation system for the southeast Rocklin area which will accommodate traffic volumes expected from a build-out of the area based on existing zoning and provisions of the Rocklin General Plan.

## Objectives

1. To provide for a circulation pattern for regional, community, and neighborhood traffic needs, as well as provide a circulation pattern meeting the public service requirements for the area.

2. To improve the geometrics and the protected level of service (LOS) at the China Garden Road/Interstate 80/Rocklin Road intersection.

3. To minimize the impact to the character of the existing neighborhoods as a consequence of the installation of road improvements in the area.

4. To minimize the disturbance to the Secret Ravine corridor and the related floodplain and riparian areas.

5. To eliminate or minimize the need to sever existing developed parcels for new roads designed to serve the area.

## POLICIES

1. Realign China Garden Road further to the east, away from the Rocklin Road/Interstate 80 intersection.

2. Align the I-80 east bound off-ramp with the I-80 east bound on-ramp.

3. Reconstruct the Rocklin Road underpass at I-80 to accommodate five (5) lanes of vehicular traffic. Install a pedestrian guard rail along the edge of sidewalk to separate pedestrians from travel lanes. Provide appropriate street striping and pedestrian crosswalks. Investigate the feasibility of an alternative pedestrian crossing over I-80 to replace the eliminated pedestrian walkway.

4. Reconstruct the raised median on Rocklin Road to accommodate left turn movements into the existing Arco Service Station and provide for U-turn movements at the realigned intersection of China Garden Road and Rocklin Road.

5. City Engineer shall investigate the need for an additional westbound travel lane on Rocklin Road to the I-80 eastbound on-ramp.

6. Adopt and enforce design principles to reduce the impact of new development on the existing natural terrain and built environment.

7. Design road improvements and new alignments to preserve the existing neighborhood character.

8. Design road improvements and new alignments to avoid or minimize loss of productive agricultural lands.

9. Use fencing, where appropriate, to minimize illegal trespassing.

10. Phase construction of road improvements to avoid or minimize loss of productive agricultural lands.

11. Design road improvements and new alignments to avoid or minimize encroachments into existing yards or homes. Minimize the use of standard curb, gutter, and sidewalks on local residential streets, where appropriate, such as Aguilar, Greenbrae and Foothills Road.

12. Design and phase construction of road improvements to minimize disruption of traffic.

13. Notify local residents in advance of temporary road and lane closures.

14. Where private property is acquired by eminent domain, just compensation as required by law shall be paid.

15. New taxes, fees, or assessments to finance the road and circulation improvements identified in the Southeast Rocklin Circulation Element Update shall not be levied upon fully developed parcels that cannot be further subdivided.

16. Avoid construction in or adjacent to wildlife habitat areas where bird nesting occurs from late April through July. Implement policy number 23 if bird nesting is discovered.

17. Except for creek crossings (see policy number 24), avoid construction within 100 feet of the edge of a stream, or natural riparian corridor, whichever is greater. Bridge structures can be allowed within this 100 foot distance if consistent with policy number 28.

18. Obtain any required streambed alteration permit from the California Department of Fish and Game. Replace any damaged riparian vegetation as recommended by the Department of Fish and Game.

19. Design road improvements and new alignments to limit the number of creek crossings and minimize adverse impacts to existing wildlife habitats.

20. Design and implement a siltation and erosion control program for creek crossing areas prior to construction. The City Engineer shall be responsible for carrying out this policy. The Public Works inspector shall monitor ongoing construction activities to assure compliance.

21. Design road improvements and new alignments to protect and preserve vernal pool habitat consistent with Army Corps of Engineers requirements.

22. Conduct a comprehensive inventory of the vegetative structure of the riparian corridor prior to specific siting of new alignments and creek crossings. This inventory will be used as a factor in the selection of an alignment which minimizes impacts to mature riparian vegetation, while still meeting the alignment or access and engineering requirements of siting the alignment or crossing.

23. Conduct a spring raptor nest survey by a qualified biologist before a precise engineered alignment of the roadway is selected and before construction activities begin. If active raptor nests are located, especially those of any species of special concern (See Table 3.3-1 of the Draft EIR for the Rocklin Circulation Element Update - Southeast Rocklin Area, April 1988), these areas should be avoided, and construction activity should be postponed until the young have been fledged.

24. The width of a creek crossing construction zone within the riparian corridor will be limited to a maximum of 100 feet. Construction outside of this corridor will be allowed only if design constraints require a zone greater than 100 feet and must be authorized by the City Engineer.

25. Once the precise location of any creek crossing is determined, flag the construction zone (corridor) to allow easy identification. Restrict use of heavy equipment to this designated corridor.

26. Require a licensed arborist, approved by the Community Development Director to perform necessary tree and root trimming during road and bridge construction.

27. Use a free span bridge design whenever feasible, to minimize the fragmenting effects of any bridge crossing on riparian habitat. Final bridge design will be based on recommendations of the Department of Fish and Game to maximize freedom of movement of wildlife along the riparian corridor. Precast concrete bridge joists should be used, whenever possible, to avoid prolonged construction and reduce construction disturbances in riparian corridors.

28. Construction work within the creek shall be confined to the time periods selected by the California Department of Fish and Game. Such work is generally confined to the period of July 1 through September 30 in order to minimize erosion and impacts on the October-November spawning run and April-May out-migration of chinook salmon. Financial security shall be required to assure compliance with this policy.

29. Use coffer-dams (generally of geotextile material, sandbags, and culverts) or other measures as required by the Department of Fish and Game, to provide an adequate "dewatered" area for construction while minimizing impacts to the creek environment.

30. Construction activity of creek crossings occurring in the dewater area shall employ construction methods as required by the Department of Fish and Game, including an initial layer (approximately 18 inches) of clean gravel, to allow for the clean removal of the creek obstruction at the conclusion of construction.

31. Hydroseed areas adjacent to finished roadbeds that were disturbed during construction to promote revegetation and reduce erosion potential.

32. Develop a revegetation plan (in consultation with the Department of Fish and Game) to compensate for riparian acreage eliminated by creek crossing construction. This plan will be implemented by a qualified revegetation contractor.

33. Photograph streambed and bank contours prior to construction. These photographs shall be kept on file at the Rocklin Community Development Department. Following construction, restore creekbed and bank contours as near as possible, to pre-project conditions.

34. Set aside topsoil removed by grading prior to road construction for later use in revegetation and recontouring efforts.

35. Develop and implement a plan, in consultation with the Department of Fish and Game, to remove instream obstacles to salmon and steelhead migration in stream crossing areas.

36. Develop a monitoring program to ensure the Southeast Rocklin Circulation Element policies are properly implemented and complied with. City monitoring will be conducted by the City Engineer, Community Development Director, and the City Public Works Field Inspector in consultation with a qualified biologist when needed.

37. Replace oak trees with a diameter of six (6) inches or more, which are removed as a result of road construction, in-kind, at a 2:1 (replaced:removed) ratio or greater, in areas adjacent to the roadway. Plantings are to be

installed by a qualified landscape contractor using proven methods to protect saplings from depredation and facilitate survival. Size of new trees shall be specified by the City Council.

38. Prior to final sites of new alignments, inventory all oak trees within 500 feet of the proposed road alignments. Trees greater than six inches diameter at 4-1/2' from ground level will be identified, marked, and mapped. Healthy oak trees with greater than 100 inch circumference, measured four and one half feet above ground level will be identified as "heritage" oaks. The inventory will be used as a factor in the selection of alignments which minimize impacts to the more valued oak trees, while still meeting the engineering requirements of siting the alignment.

39. Conduct a rare plant survey by a qualified botanist prior to final siting of the new road south of the Boardman Canal to determine the presence/absence of rare plant species within vernal pool habitat. The survey will be conducted at a time of year which is appropriate for the accurate identification of rare vernal pool species.

40. Site the new road south of the Boardman Canal corridor to protect and preserve vernal pool habitat, consistent with Army Corps of Engineers requirements. If impact avoidance is not possible through the precise siting of the road, a vernal pool analysis will be prepared by a qualified plant ecologist. This analysis is to include a vernal pool enhancement and creation plan. The plan shall meet the requirements of the Army Corps of Engineers and shall be developed in consultation with the Department of Fish and Game.

41. Oak trees to be retained near the construction alignment of any road shall be fenced at the dripline of the tree to prevent access to this area by heavy equipment.

42. Once a final route for the road south of the Boardman Canal is delineated, map and adequately flag a construction corridor (not to exceed 150 feet in width) for the road. Heavy equipment operation will be restricted to this corridor only.

43. Use sequential blasting in the area of road south of the Boardman Canal due to the high probability of encountering Mehrten formation substrate which typically is in association with vernal pools.

44. Design angle of all crossings along Secret Ravine Creek to minimize riparian disturbances while maintaining proper and safe street design.

45. Design road improvements and new alignments to avoid or minimize disturbance to identified cultural resources.

46. Survey areas shown on adopted circulation plan diagram as creek crossing and identify sites of cultural and archaeological significance. Locate creek crossings to avoid or minimize disturbance to these sites. If realignment is not feasible, develop and implement a plan to recover resources before disruption, in consultation with the State Office of Historic Preservation and local Native American groups.

47. Stop all construction in the event any previously undiscovered archaeological resource is encountered until a qualified archaeologist can evaluate the find and an acceptable method for preservation is approved by the Community Development Director.

48. Mufflers shall be installed on all equipment with high noise potential. The equipment shall be turned off when not in use.

49. Implement, noise attenuation measures, including noise barriers, berms or additional noise insulation where increases in traffic result in unacceptable noise levels on adjacent properties in accordance with the noise element of the General Plan.

50. Sprinkle unpaved construction sites as often as necessary as determined by the City Engineer to minimize dust.

51. Cover stockpiles of sand, soil, and other materials, and cover the beds of trucks hauling these materials to minimize the generation of airborne particles as required by the City Engineer.

52. Sweep and collect from adjacent streets any project related soil and debris.

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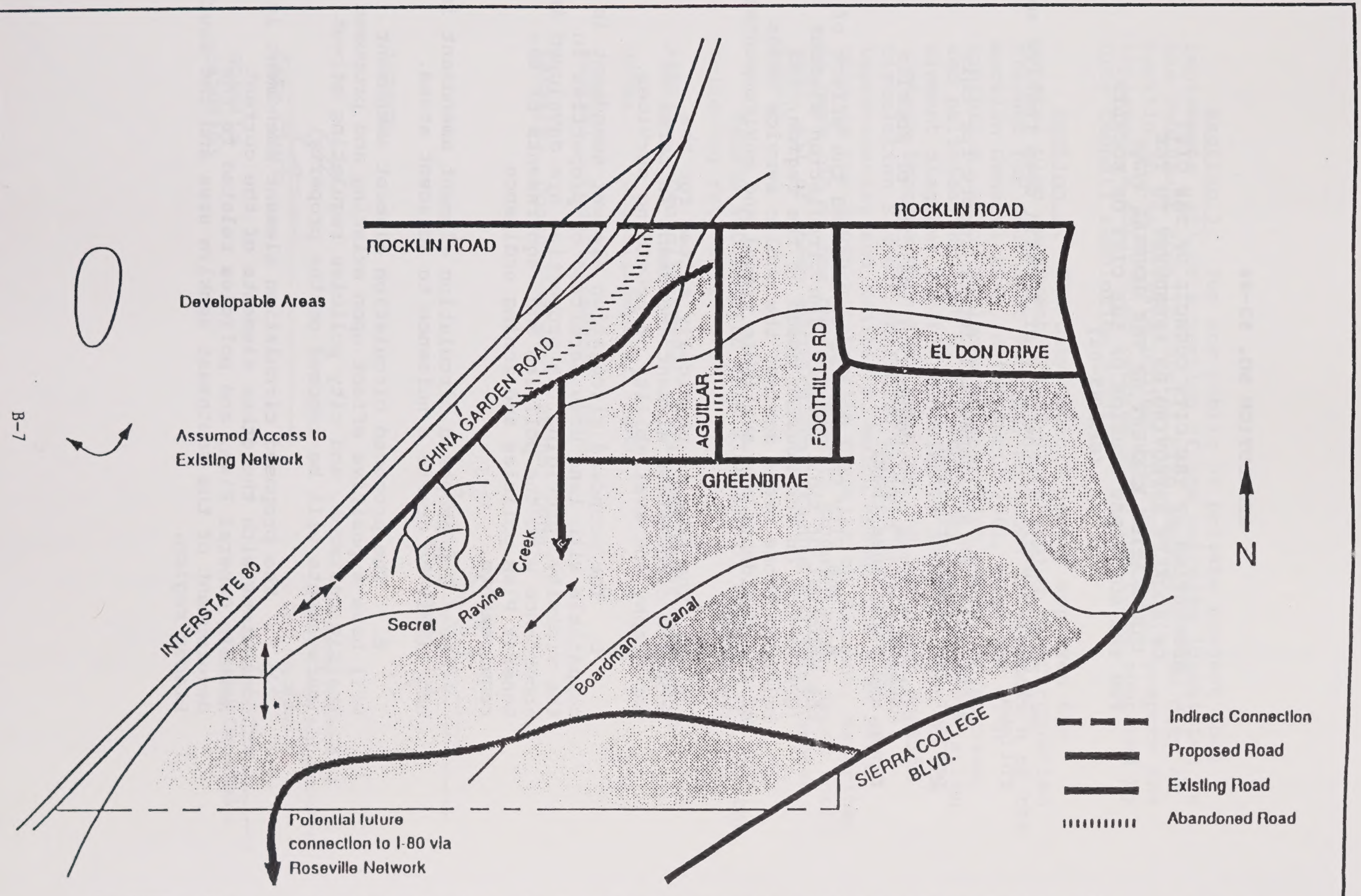


* NOTE: Minor residential street creek crossings by property owners to access portions of contiguous parcel on opposite sides of Secret Ravine Creek are not prohibited by this general plan.

# RESOLUTION NO. 93-86

## RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING AN AMENDMENT TO THE CIRCULATION ELEMENT OF THE GENERAL PLAN FOR THE SOUTHEAST PORTION OF THE CITY OF ROCKLIN
## (GPA-93-01)

The City Council of the City of Rocklin does resolve as follows:

Section 1. An environmental impact report for this project has been certified.

Section 2. The City Council of the City of Rocklin finds and determines that:

A. The City Council has considered the effect of the approval of this general plan circulation element (GPA-88-03) on the housing needs of the region, and balanced those needs against the public service needs of its residents and available fiscal and environmental resources.

B. The area is physically suited for the proposed circulation element amendment in terms of topography and availability of providing services.

C. The proposed circulation element amendment is compatible with land uses permitted on properties in the vicinity, providing the properties are developed in accordance with the policies and requirements of the General Plan policies and zoning ordinance requirements.

D. The proposed circulation element amendment is not likely to create a nuisance to adjacent areas.

E. The proposed circulation element amendment will have a positive effect upon existing and proposed traffic patterns, and city policies regulating street improvements will be imposed on the property.

F. The proposed circulation element amendment is consistent with the other elements of the current Rocklin General Plan, and policies related to the development of the southeast Rocklin area and the South Placer region.

Section 3. For any public or private project that implements all or a portion of the policies identified in the Southeast Rocklin General Plan amendment, the City of Rocklin or the private project applicant shall prepare and implement a monitoring program using the forms approved by City Council resolution 90-316.

Section 4. The City Council hereby approves the general plan amendment GPA-93-01, amending the Circulation Element for Southeast Rocklin, as shown in Appendix B of the Rocklin General Plan, dated April 1991, together with Exhibit A, which includes General Plan goals, objectives, and policies; Exhibit B, the Southeast Rocklin Circulation Element diagram; Exhibit C, which is a description of the various improvements that comprise the Southeast Rocklin Circulation Element including certain core roadway improvements; and Exhibit D, which amends the Area Plan, that is the Southeast Rocklin Circulation Element, described on page 115 of the current Rocklin General Plan, dated April 1991, all of these exhibits are attached and incorporated herein.

PASSED AND ADOPTED this 27th day of April, 1993, by the following roll call vote:

AYES: Councilmembers: Hill, Dominguez, Magnuson

NOES: Councilmembers: none

ABSENT: Councilmembers: none

ABSTAIN: Councilmembers: Huson, Lund

Vice Mayor

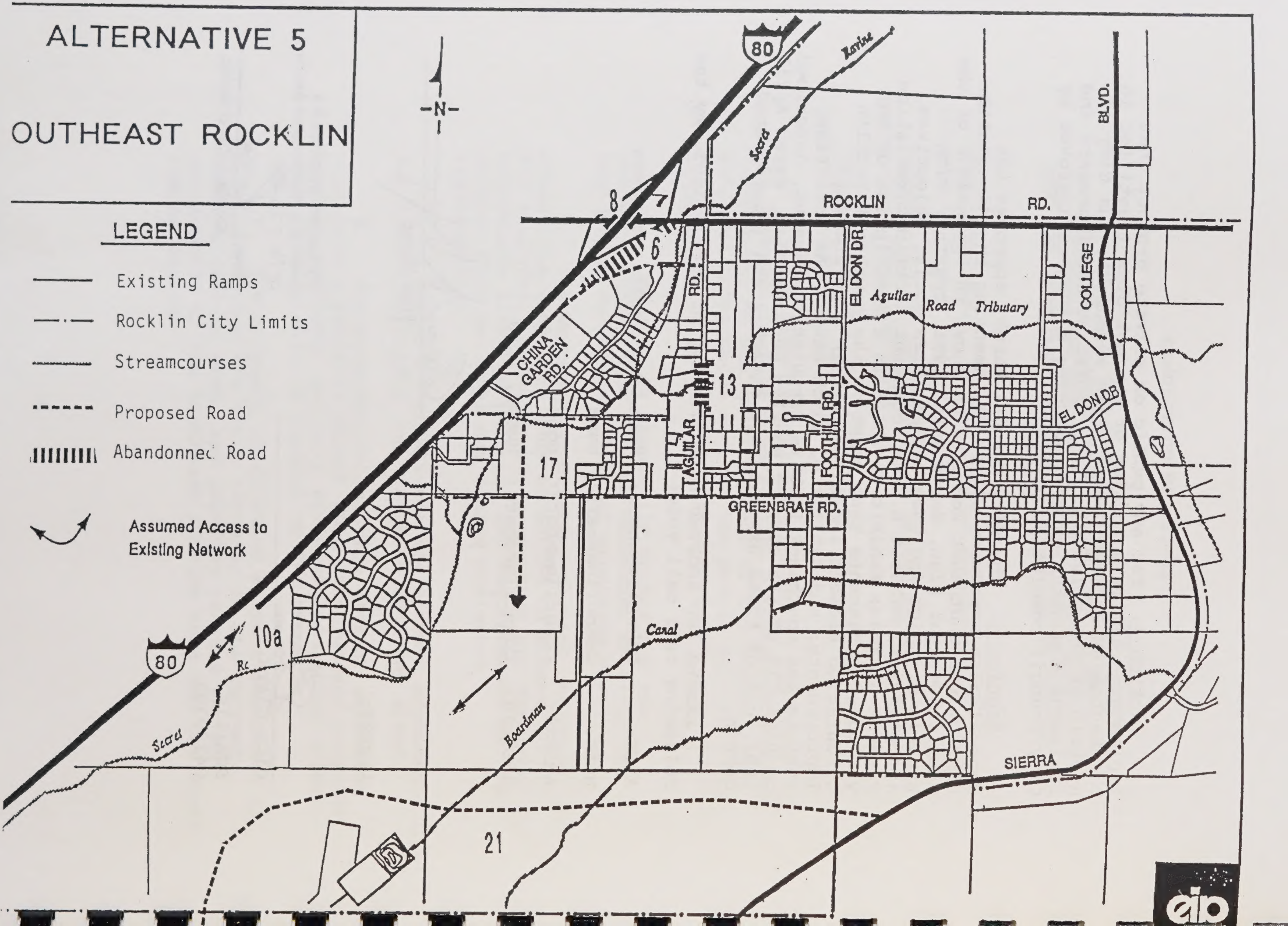
ATTEST:

City Clerk

SGA:lls
04309303

The foregoing instrument is a
correct copy of the original document
on file in this office.
Attest: 
City Clerk, City of Rocklin

EXHIBIT B



## ALTERNATIVE 5

## OUTHEAST ROCKLIN

# General Plan Amendments to the City of Rocklin General Plan

## APRIL 1991

| | |
|---|---|
| Resolution No. 97-49 | GPA-91-07: Clover Valley Lakes |
| Resolution No. 96-186 | GPA-96-02: Elimination of Granite Drive Overcrossing of Interstate-80 |
| Resolution No. 96-198 | GPA-95-02: Open Space Conservation and Recreation Element |
| Resolution No. 96-259 | GPA-95-03: Rocklin Civic Center Plan |
| Resolution No. 94-269 | GPA-93-03: North Rocklin Circulation Element |

# RESOLUTION NO. 97-49

## RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING AN AMENDMENT TO THE LAND USE AND CIRCULATION ELEMENTS OF THE GENERAL PLAN OF THE CITY OF ROCKLIN (CLOVER VALLEY LAKES: GPA 91-07)

The City Council of the City of Rocklin does resolve as follows:

Section 1. An environmental impact report for this project has been certified.

Section 2. The City Council of the City of Rocklin finds and determines that:

A. The City Council has considered the effect of the approval of this general plan amendment (GPA-91-07) on the housing needs of the region, and balanced those needs against the public service needs of its residents and available fiscal and environmental resources.

B. The area is physically suited for the land uses and circulation allowed by the proposed amendment in terms of topography and availability of services.

C. The land uses and circulation allowed by the proposed amendment are compatible with land uses existing and permitted on properties in the vicinity, providing the properties are developed in accordance with the policies and requirements of the Rocklin General Plan and applicable zoning and subdivision ordinances.

D. The circulation and land uses allowed by the proposed amendment, and their density and intensity, are not likely to create serious health problems or nuisances on properties in the vicinity.

E. The land uses and circulation allowed by the proposed amendment are consistent with and implement the goals and policies of the Rocklin General Plan, including the Housing Element.

Section 3. The City Council hereby approves the general plan amendment GPA-91-07, as shown in Exhibit A, attached hereto and by this reference incorporated herein.

PASSED AND ADOPTED this 11th day February, 1997, by the following roll call vote:

| | | |
|---|---|---|
| AYES: | Councilmembers: | Hill, Lund, Cullivan, Yorde |
| NOES: | Councilmembers: | None |
| ABSENT: | Councilmembers: | None |
| ABSTAIN: | Councilmembers: | Magnuson |

Ken Yorde, Mayor

ATTEST:

City Clerk

The foregoing instrument is a correct copy of the original document on file in this office.

Attest __________
City Clerk, City of Rocklin

SGA/gb1
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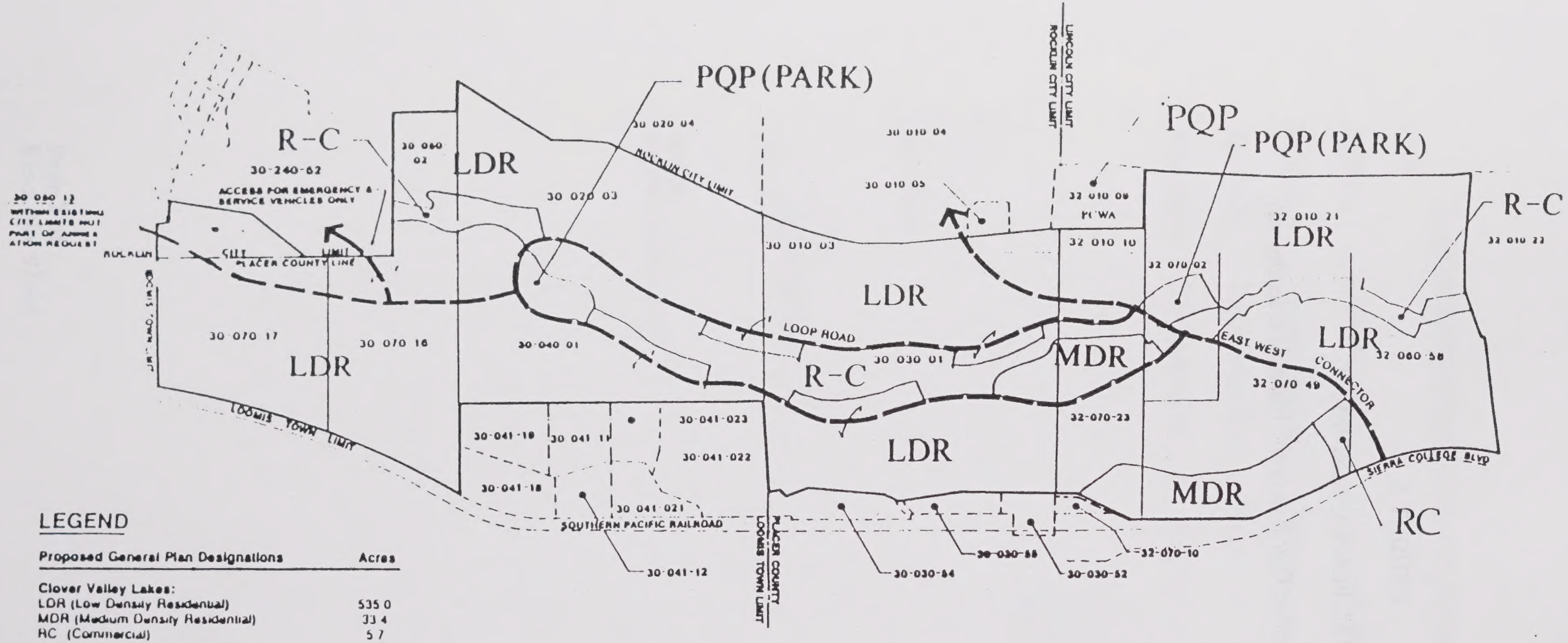
# EXHIBIT A

## GENERAL PLAN AMENDMENT

(Exhibit A is located at either City Hall or the Planning Department)

Page 1 of Exhibit A
to Reso. No. 97-49



## LEGEND

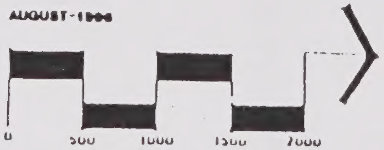
| Proposed General Plan Designations | Acres |
|---|---|
| **Clover Valley Lakes:** | |
| LDR (Low Density Residential) | 535 0 |
| MDR (Medium Density Residential) | 33 4 |
| RC (Commercial) | 5 7 |
| R-C (Recreation/Conservation) | 58 2 |
| PQP (Park) | 10 0 |
| Total | 642 3 |
| | |
| P C W A | |
| PQP | 11 9 |

# Proposed General Plan

(REVISED PLAN)

**Exhibit A**

AUGUST-[illegible]



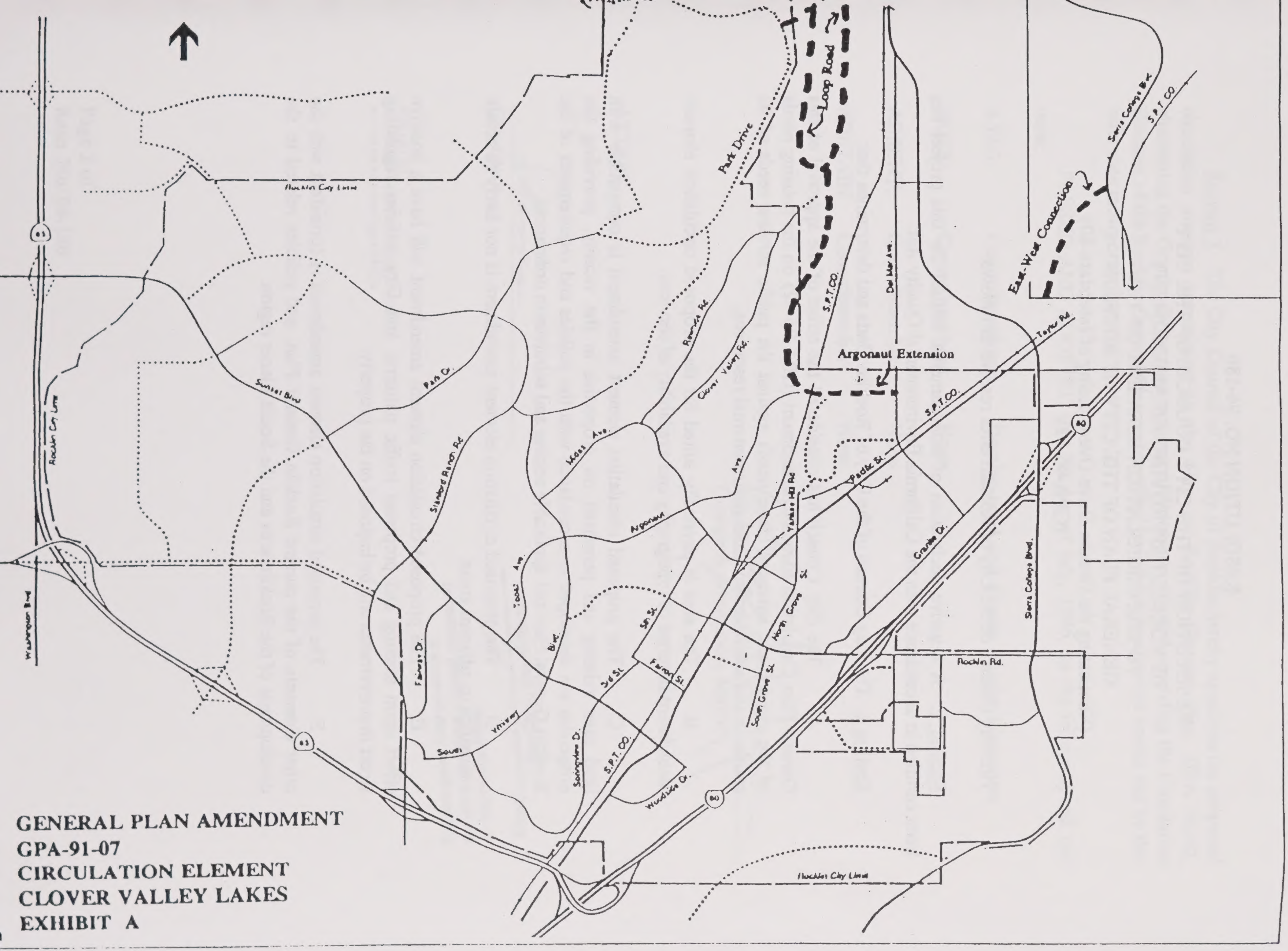
# Clover Valley Lakes

City of Rocklin

California

**The Spink Corporation**

2590 VENTURE OAKS WAY, SACRAMENTO CALIFORNIA [illegible]
PHONE (916) [illegible] FAX (916) [illegible]



GENERAL PLAN AMENDMENT
GPA-91-07
CIRCULATION ELEMENT
CLOVER VALLEY LAKES
EXHIBIT A

# RESOLUTION NO. 96-186

## RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING AN AMENDMENT TO THE CIRCULATION ELEMENT OF THE GENERAL PLAN OF THE CITY OF ROCKLIN

(Eliminating the Granite Drive Overcrossing of Interstate-80)
(GPA-96-02)

The City Council of the City of Rocklin does resolve as follows:

Section 1. A negative declaration of environmental impact for this project has been certified in accordance with the California Environmental Quality Act.

Section 2. The City Council of the City of Rocklin finds and determines that:

A. The City Council has considered the effect of the approval of this General Plan Circulation Element Amendment (GPA-96-02) on the housing needs of the region, and balanced those needs against the public service needs of its residents and available fiscal and environmental resources.

B. The area is physically suited for the proposed circulation element amendment in terms of topography and availability of services.

C. The proposed circulation element amendment is compatible with land uses existing and permitted on properties in the vicinity, providing the properties are developed in accordance with the policies and requirements of the Rocklin General Plan and applicable zoning and subdivision ordinances.

D. The proposed circulation element amendment is not likely to create a nuisance to adjacent areas.

E. The proposed circulation element amendment will have a positive effect upon existing and proposed traffic patterns, and City policies regulating street improvements will be imposed on the property.

F. The proposed circulation element amendment is consistent with the other elements of the current Rocklin General Plan, and policies related to the development of the Rocklin area and the South Placer region.

Section 3. The City Council of the City of Rocklin hereby approves the proposed circulation element amendment to the City ov Rocklin General Plan, GPA 96-02, eliminating the Granite Drive overcrossing of Interstate 80, and amending the Circulation Element of the Rocklin General Plan, as identified in Exhibit A, attached hereto and by this reference incorporated herein.

PASSED AND ADOPTED this 9th day of July, 1996, by the following roll call vote:

AYES: Councilmembers: Dominguez, Lund, Huson, Yorde, Magnuson

NOES: Councilmembers: None

ABSENT: Councilmembers: None

ABSTAIN: Councilmembers: None

George A. Magnuson, Mayor

ATTEST:

City Clerk

The foregoing instrument is a
correct copy of the original document
on file in this office.
Attest: City Clerk, City of Rocklin

KHB:llf2
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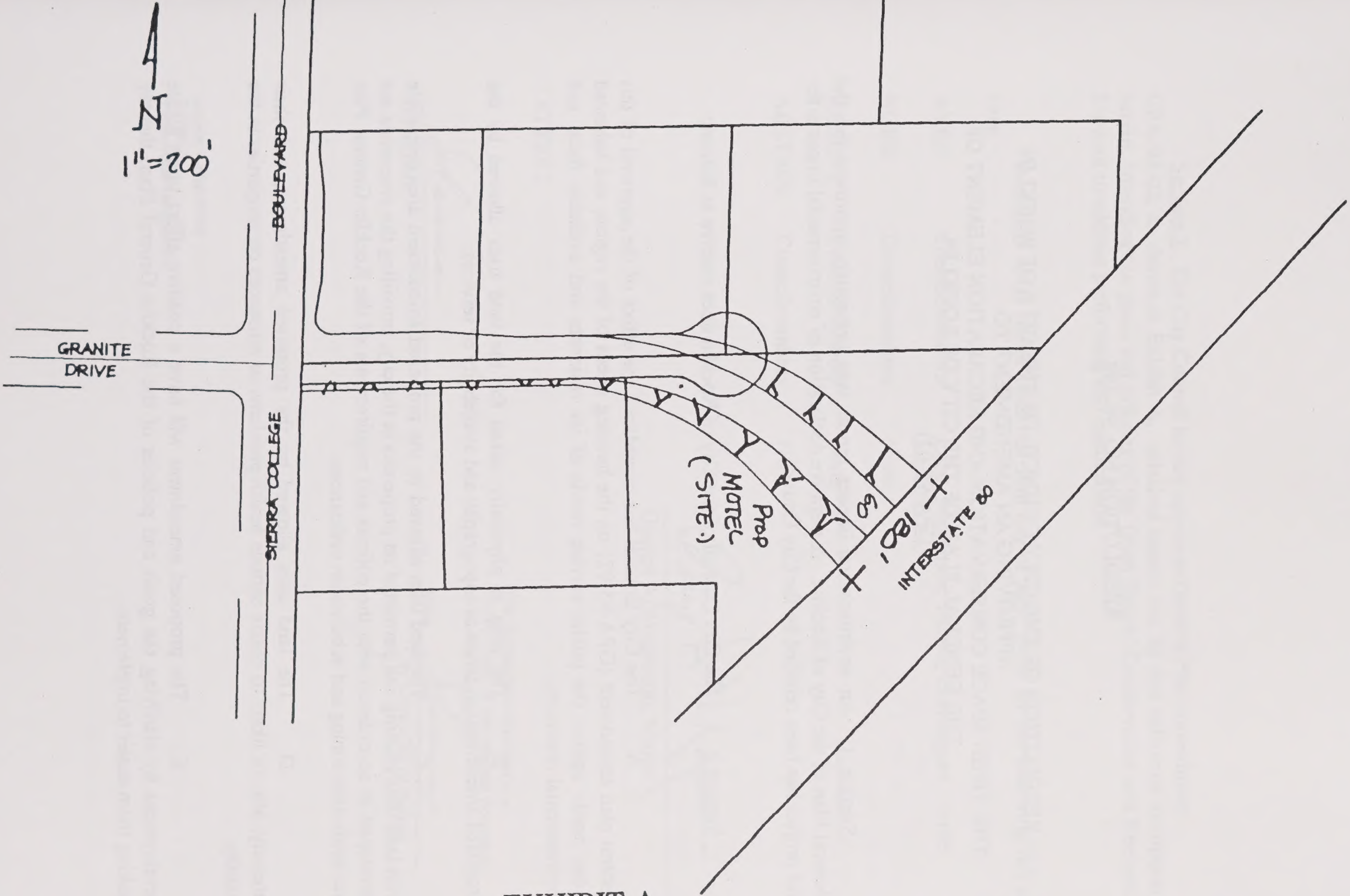
# EXHIBIT A

## General Plan Amendment (GPA-96-02) Documents
(RMC#17.60.100)

Exhibit A is located in the Planning Department Project Files GPA-96-02.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1"=200'
BOULEVARD
GRANITE
DRIVE
SIERRA COLLEGE
Prop
MOTEL
(SITE)
80
1081
INTERSTATE 80

EXHIBIT A

## RESOLUTION NO. 96-198

## RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING AN AMENDMENT TO THE OPEN SPACE CONSERVATION AND RECREATION ELEMENT OF THE GENERAL PLAN OF THE CITY OF ROCKLIN

## (GPA-95-02)

Section 1. An environmental impact report was previously approved for the General Plan of the City of Rocklin. A negative declaration of environmental impacts for this project has been certified by the City Council.

Section 2. The City Council of the City of Rocklin does resolve as follows:

A. The City Council has considered the effect of the approval of this general plan amendment (GPA-95-02) on the housing needs of the region, and balanced those needs against the public service needs of its residents and available fiscal and environmental resources.

B. The area is physically suited for the land uses allowed by the proposed amendment in terms of topography and availability of services.

C. The land uses allowed by the proposed amendment are compatible with land uses existing and permitted on properties in the city, providing the properties are developed in accordance with the policies and requirements of the Rocklin General Plan and applicable zoning and subdivision ordinances.

D. The land uses allowed by the proposed amendment, and their intensity, are not likely to create serious health problems or nuisances on properties in the vicinity.

E. The proposed amendment will have a positive effect upon future development by clarifying the goals and policies of the Rocklin General Plan, thereby making them easier to implement.

Section 3. The City Council hereby approves General Plan Amendment GPA-95-02, as shown in Exhibit A, attached hereto and by this reference incorporated herein, amending the goals and policies of the Open Space, Conservation and Recreation Element to address performing and cultural arts.

PASSED AND ADOPTED this 30th day of July, 1996, by the following roll call vote:

| | | |
|---|---|---|
| AYES: | Councilmembers: | Lund, Magnuson, Huson, Dominguez, Yorde |
| NOES: | Councilmembers: | None |
| ABSENT: | Councilmembers: | None |
| ABSTAIN: | Councilmembers: | None |

George A. Magnuson, Mayor

ATTEST:

City Clerk

The foregoing instrument is a
correct copy of the original document
on file in this office.

Attest

City Clerk, City of Rocklin

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## EXHIBIT A

## General Plan Amendment 95-02

1. City of Rocklin General Plan (April 1991), Chapter IV, Section B., Page 51 amend as follows:

B. OPEN SPACE, CONSERVATION AND RECREATION ELEMENT

The Open Space, Conservation, and Recreation Element provides a description of the lands and waters that are unimproved and are to be devoted to natural uses through General Plan land use designation; and establishes City policy on protection of unimproved lands and natural resources; establishes City policy for the improvement of parks, recreation sites and facilities; and provides guidelines for the provision of recreation and cultural arts programs and services.

2. City of Rocklin General Plan (April 1991), Chapter IV, Section B. 5., Pages 61 - 63 amend as follows:

5. Open Space, Conservation and Recreation Goal and Policies

GOAL #1: To designate, protect, and conserve natural resources, open space, and waterways in the City; and establish policy for the protection of unimproved lands and natural resources.

Policies

1. To encourage the protection of natural resource areas, scenic areas, hilltops, open space areas and parks from encroachment or destruction by incompatible development through the use of conservation easements, buffers, setbacks or other measures. Developments shall be required to provide usable land areas outside of conservation easements or established natural resource buffers.

2. To encourage the protection of wetlands, vernal pools, and rare, threatened and endangered species of both plants and animals through either avoidance of these resources or implementation of appropriate mitigation measures where avoidance is not feasible, as determined by the City of Rocklin.

3. To encourage the protection of historically significant and geologically unique areas and encourage their preservation.

4. To encourage the protection of oak trees, including heritage oaks, and other significant vegetation from destruction.

5. To encourage energy and water conservation in new developments.

6. To cooperate in a coordinated regional approach to the management of drainage basins and flood plains with regional agencies such as the Placer County Flood Control and Water Conservation District.

7. To provide adequate yard areas and building setbacks from creeks, riparian habitat, hilltops, and other natural resources.

8. To encourage developments to incorporate resources such as creeks, steep hillsides, and quarries in private, but restricted, ownership.

9. To promote, where appropriate, the joint use of streams for flood control, open space, conservation of natural resources, and limited recreation.

10. To minimize the degradation of water quality through requiring implementation of techniques such as, but not limited to, the prohibition of grading, placement of fill or trash or alteration to vegetation within designated stream setback buffer areas, and requiring the installation of measures which minimize runoff waters containing pollutants and sediments from entering surface waters. Measures for minimizing pollutants and sediments from entering watercourses may include oil/grit separators, detention basins and flow reduction devices.

GOAL #2: To establish standards for the acquisition, improvement and maintenance of parks, recreation sites and facilities.

Policies

11. To provide for recreational and park needs through any or all of the following: collection of park fees, dedication of parkland, rehabilitation of existing park and recreation facilities, installation of park improvements, and provision for operation and maintenance.

12. To require dedication of park land as a condition in the early stages of the development process, including approval of rezonings, where it is necessary to insure consistency with or implementation of the goals and policies contained in the General Plan.

13. To provide park facilities in accordance with adopted park standards and phasing.

14. To encourage the location of parks in areas not presently being served.

15. To require new development to annex into the Park Development and Maintenance District.

16. To provide for the ongoing operation and maintenance of parkland through the City's Park Development and Maintenance District.

17. To consider acquisition and development of small areas along creeks at convenient and safe locations for use by general public.

18. To consider development projects in terms of their visual qualities and compatibility with surrounding areas, especially those urbanizing areas abutting rural or semi-rural areas.

GOAL #3: To provide quality recreation and cultural arts programs for City Residents.

Policies

19. To provide recreation, cultural and performing arts programs that meet citizen needs, with an emphasis on programs that are self-supporting.

20. To support and cooperate with volunteer groups and organizations that provide recreation, cultural and performing arts to citizens of all ages.

## RESOLUTION NO. 96-259

## RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING AN AMENDMENT TO THE GENERAL PLAN OF THE CITY OF ROCKLIN AND ADOPTING THE AREA PLAN FOR ROCKLIN CIVIC CENTER

(From various residential and non-residential land uses)
(Rocklin Civic Center Plan/GPA-95-03)

The City Council of the City of Rocklin does resolve as follows:

Section 1. An Environmental Impact Report (EIR-92-04) for this project has been certified by the City Council.

Section 2. The City Council of the City of Rocklin finds and determines that:

A. The City Council has considered the effect of the approval of this General Plan Amendment (GPA-95-03) on the housing needs of the region, and balanced those needs against the public service needs of its residents and available fiscal and environmental resources.

B. The area is physically suited for the land uses allowed by the proposed amendment in terms of topography and availability of services.

C. The land uses allowed by the proposed amendment are compatible with land uses existing and permitted on properties in the vicinity, providing the properties are developed in accordance with the policies and requirements of the Rocklin General Plan and applicable zoning and subdivision ordinances.

D. The land uses allowed by the proposed amendment, and their density and intensity, are not likely to create serious health problems or nuisances on properties in the vicinity.

E. The land uses allowed by the proposed amendment are consistent with and implement the goals and policies of the Rocklin General Plan, including the Housing Element.

Section 3. The City Council hereby approves the Rocklin Civic Center Plan as an Area Plan to the Rocklin General Plan including approval of the General Plan Amendment to the Land Use Element, and General Plan Amendment to the Circulation Element shown and described in Exhibit A, attached hereto and by this reference incorporated herein.

PASSED AND ADOPTED this 24th day September, 1996, by the following roll call vote:

| | |
|---|---|
| AYES: | Councilmembers: Lund, Yorde, Dominguez, Magnuson |
| NOES: | Councilmember: Huson |
| ABSENT: | Councilmember: None |
| ABSTAIN: | Councilmember: None |

George A. Magnuson, Mayor

ATTEST:

City Clerk

The foregoing instrument is a correct copy of the original document on file in this office.

Attest: City Clerk, City of Rocklin

TAR:ka2
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## EXHIBIT A

(Exhibit A, Rocklin Civic Center Plan "General Plan Amendment-Area Plan" including the General Plan Amendment Land Use Element and General Plan Amendment Circulation Element is on file in the Rocklin Community Development Department: GPA-95-03)

# 2 GENERAL PLAN AMENDMENT

## RELATIONSHIP OF THE ROCKLIN CIVIC CENTER PLAN TO THE GENERAL PLAN

It is intended that the Rocklin Civic Center Plan be consistent with the goals and policies of the Rocklin General Plan. Accordingly, implementation of the Rocklin Civic Center Plan will require amendments to the City's General Plan.

The Rocklin Civic Center Plan proposes the expansion of the Civic Center into areas designated as Medium Density Residential (MDR), Medium High Density Residential (MHDR), and Service Commercial (SC) in the General Plan, for the purpose of governmental operations and recreational and cultural facilities. This would provide consistency with the goals and policies of the General Plan. Until such time as the City of Rocklin acquires properties designated for future governmental uses, the properties will be assigned underlying General Plan designations compatible with the proposed land use scheme in the Rocklin Civic Center Plan. These properties could be developed in accordance with the development standards associated with the underlying land use designations should the City of Rocklin be unable or decide not to acquire them.

The Rocklin Civic Center Plan acknowledges the continued operation of the Big Gun Quarry within a Retail Commercial designation. The quarry operation will continue its status as a legal, non-conforming land use. In accordance with the City of Rocklin Municipal Code, upon the cessation of the Big Gun quarry operation, the use of the parcel shall be in accordance with the development standards of the land use designation governing the property at that time.

The Rocklin Civic Center Plan has internal consistency and linkages. Each goal and policy in the plan is consistent with the Land Use Plan, the Circulation Plan, the Housing Element and all other elements of the General Plan.

## GENERAL PLAN / AREA PLAN AMENDMENT

The list of goals and policies for the Rocklin Civic Center Plan were developed at the direction of the Rocklin Civic Center Advisory Committee, the Rocklin Planning Commission and Rocklin City Council to guide development in the plan area. Adoption of these goals and policies will take the form of an Area Plan and will appear as an Appendix within the Rocklin General Plan. This means that these goals and policies will be specific to the Civic Center Area and will not apply citywide.

*Goal 1.* Create a public Civic Center area to serve the requirements of the City of Rocklin at its expected population buildout. This Civic

Center will be the cultural and governmental focal point of the City of Rocklin.

*Goal 2.* Provide opportunities for greater understanding and appreciation of the history of Rocklin.

*Goal 3.* Preserve unique outcroppings, as possible, within the public Civic Center for public viewing and study.

*Goal 4.* Preserve the ambiance and character of the existing residential areas adjacent to the Civic Center.

*Goal 5.* Provide opportunities for new residential development in keeping with the character and scale of existing residences in the area.

*Goal 6.* Support and engender viable economic development in the downtown area. Provide opportunities for new commercial development and redevelopment along Pacific Street that is compatible with the adjacent residential areas to the east in the plan area.

*Goal 7.* Revise the Rocklin Civic Center Plan area street network so that it adequately serves the existing area residents, accommodates new growth consistent with the approved plan, and integrates into the City of Rocklin's overall street system.

*Goal 8.* Prepare plans for the infrastructure in the area to upgrade existing infrastructure to comply with current standards and to accommodate new growth consistent with the approved plan.

The realization of the foregoing Rocklin Civic Center Plan goals will be dependent upon the implementation of the following policies.

## GOAL 1 CREATE AN EXPANDED CIVIC CENTER AREA

*Policy 1:* Expand the current City-owned site to the south, to include space for a wide range of public related activities and functions.

*Policy 2:* Expand the administrative, police and fire facilities, with adequate space for parking and related supporting facilities.

*Policy 3:* Provide land within the Civic Center area for various cultural and recreational activities including but not limited to, interpretive areas, active recreational uses, amphitheaters and places of assembly, passive areas, gardens, and natural open spaces.

*Policy 4:* Provide new roads, drives, walks, bikeways and trails to provide needed access to the public.

*Policy 5:* Establish guidelines to achieve unified design concept for all buildings, structures, drives, parking areas, and landscaping within the Civic Center area.

## GOAL 2 OPPORTUNITIES FOR HISTORIC UNDERSTANDING

*Policy 6:* Enhance the identity of the downtown area as a central place in the City by encouraging a complementary development pattern within the overall Rocklin Civic Center Plan area.

*Policy 7:* Enhance and preserve the special natural features of the area, as reasonably possible, including unique trees, quarries, and rock crops.

*Policy 8:* Establish a strong design character or theme for the area, in concert with the "Downtown Revitalization Plan".

*Policy 9:* The Civic Center area will serve as a site for historic records, materials and artifacts relating to the history of the City.

*Policy 10:* The plan for the Civic Center will consider opportunities for display and interpretation of historic materials through the use of space in existing or new building as well as outdoor displays.

*Policy 11:* Preserve mining artifacts, as possible, by identifying and storing items on public sites and encouraging preservation on private sites and or transfer to public sites.

*Policy 12:* Provide visual, written, and mapped linkages between mining, history with other historical aspects of the City such as railroading, trade, and agriculture.

## GOAL 3 PRESERVATION OF QUARRIES

*Policy 13:* Include as many of the quarry ponds and significant rock outcroppings within the Civic Center property as reasonably possible.

*Policy 14:* Establish guidelines to preserve and protect those unique quarries and rock outcroppings` not included in the Civic Center property.

## GOAL 4 PRESERVE CHARACTER OF EXISTING RESIDENTIAL AREAS

*Policy 15:* The planned densities within existing undeveloped areas should enable the preservation of those unique quarries, rock outcroppings, and trees as reasonably possible.

*Policy 16:* The existing narrow streets within the interior of the area should be used as a basis to design a "rural lane" type of residential street cross-section.

*Policy 17:* The street network should be designed to discourage external or through traffic from the core residential areas.

*Policy 18:* New residential developments should be in scale with the existing residential uses in the area.

## GOAL 5 NEW RESIDENTIAL DEVELOPMENTS

*Policy 19:* Establish densities for new residential uses that will allow for economical development and the provision of upgraded public facilities in the form of streets, waterlines, sewer lines, and storm drainage facilities.

*Policy 20:* New developments should preserve and incorporate those unique quarries and as possible, any major rock outcroppings.

*Policy 21* The Planned Development procedure of the Rocklin Zoning Ordinance should be used to review and approve residential projects.

*Policy 22* The spacing, scale, mass, height, materials, and architectural design of new residential uses should be compatible with the existing residential structures.

## GOAL 6 NEW COMMERCIAL DEVELOPMENT

*Policy 23* Encourage new commercial development on Pacific Street within the Rocklin Civic Center Plan area.

*Policy 24* Recognize and plan for the continued operation of the Big Gun Quarry as a legal, non-conforming use, with commercial reuse plans for use of the site at such time as quarry operations cease.

*Policy 25* Establish design guidelines for new commercial uses that are compatible with the Downtown Revitalization Plan as well as the future concepts for the Rocklin Civic Center Plan area.

*Policy 26* Encourage primary ingress and egress to commercial development along Pacific Street and Rocklin Road directly from and to those streets so that residential neighborhoods within the Rocklin Civic Center Plan area are not unnecessarily burdened by outside commercially-oriented traffic.

*Policy 27* Limit the number of driveway access points on Pacific Street and require internal circulation from parcel to parcel within the commercial areas.

*Policy 28* Provide buffers between the commercial uses and adjacent residential areas.

## GOAL 7 IMPROVE THE STREET NETWORK

*Policy 29* Reduce the potential for the use of minor residential streets as shortcuts for through traffic.

*Policy 30* Provide for the continuity of a Woodside Drive-Ruhkala Lane alignment.

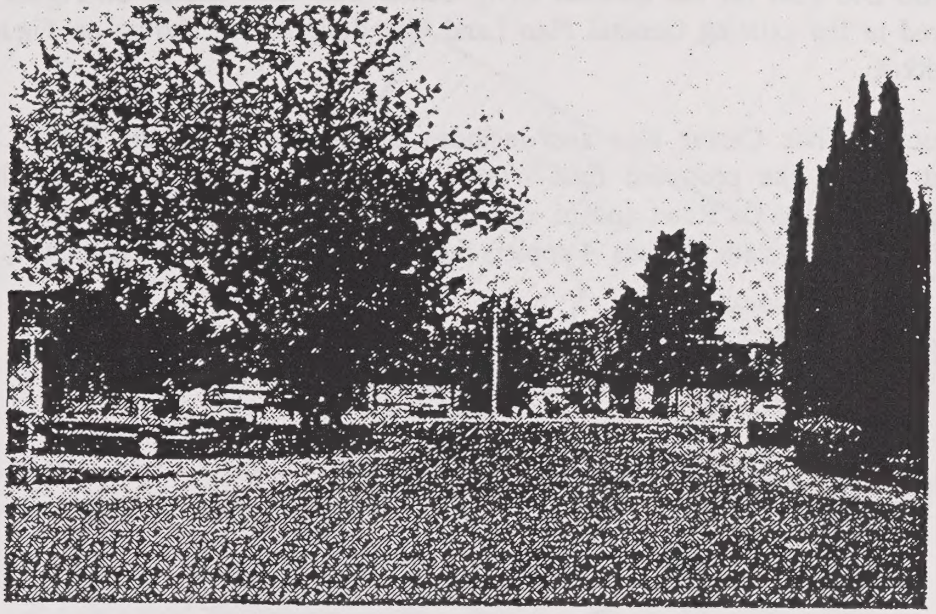
*Policy 31* Create a Civic Center street/drive network south of Rocklin Road that provides access to Pacific Street and South Grove.

## GOAL 8 PLANS FOR UPGRADING INFRASTRUCTURE

*Policy 32:* Prepare plans for the upgrading of the water and sewer lines to serve existing properties, as well as provide capacity for new residential and commercial uses.

*Policy 33* Prepare plans to create an adequate storm drainage system for the Rocklin Civic Center Plan area.

*Policy 34:* Identify methods of funding new infrastructure with the understanding that residential developers, commercial developers, and the City of Rocklin will be sharing the cost of the facilities.



## GENERAL PLAN LAND USE ELEMENT AMENDMENTS

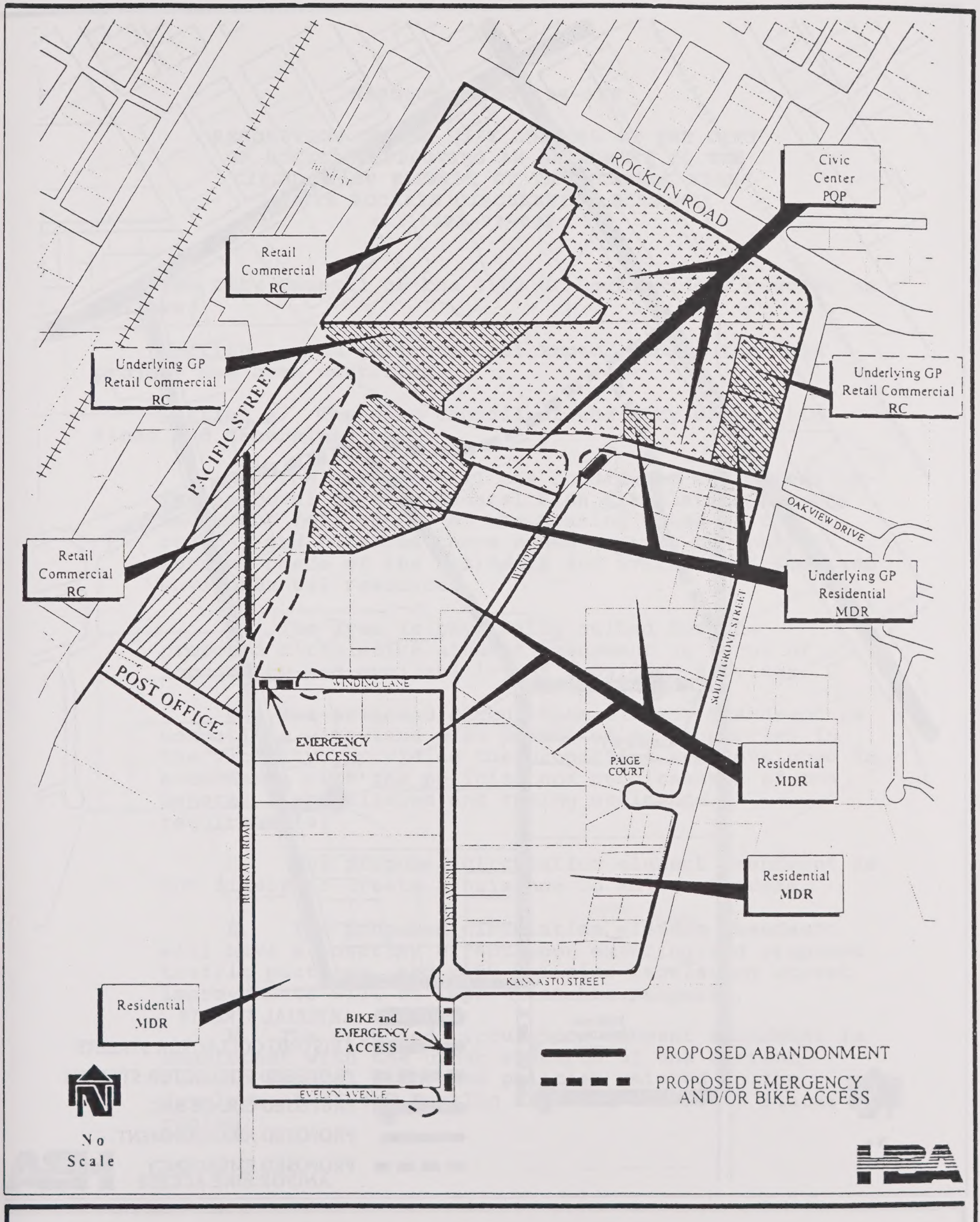
The Rocklin Civic Center Plan requires amendment of the City's General Plan Land Use Element Diagram in the following locations within the Rocklin Civic Center Area.

- The Service Commercial (SC) along Pacific Street is changed to Retail Commercial (RC).
- The Big Gun Quarry site along Pacific Street, now designated as Heavy Industrial (HI) is changed to Retail Commercial (RC), with the quarry operation continued as a legal, non-conforming use at that location.
- All of the areas in the Rocklin Civic Center Plan that are depicted as "Civic Center" are changed in the General Plan from Medium Density Residential, Medium High Density Residential, or Service Commercial, as applicable, to Public and Quasi-Public with underlying designations of Medium Density Residential or Retail Commercial as shown on Figure 3.

A Senior Citizen Housing complex was constructed on the parcel on the South side of Evelyn Avenue. The City Council previously amended the General Plan from Medium Density Residential (MDR) to Medium High Density Residential (MHDR), to allow for development of this project

The Land Use Plan for the Rocklin Civic Center Plan area shown on Figure 3 can be compared to the existing General Plan Land Use designations shown on Figure A-2 in Appendix A.

The Rocklin Civic Center Plan also includes an amendment of the City's Circulation Element to add the proposed East-West Drive as a collector street, to change the delineation of Ruhkala Road and to add the altered alignment of Winding Way to the City's circulation system. Figure 4 depicts the proposed General Plan alignment.

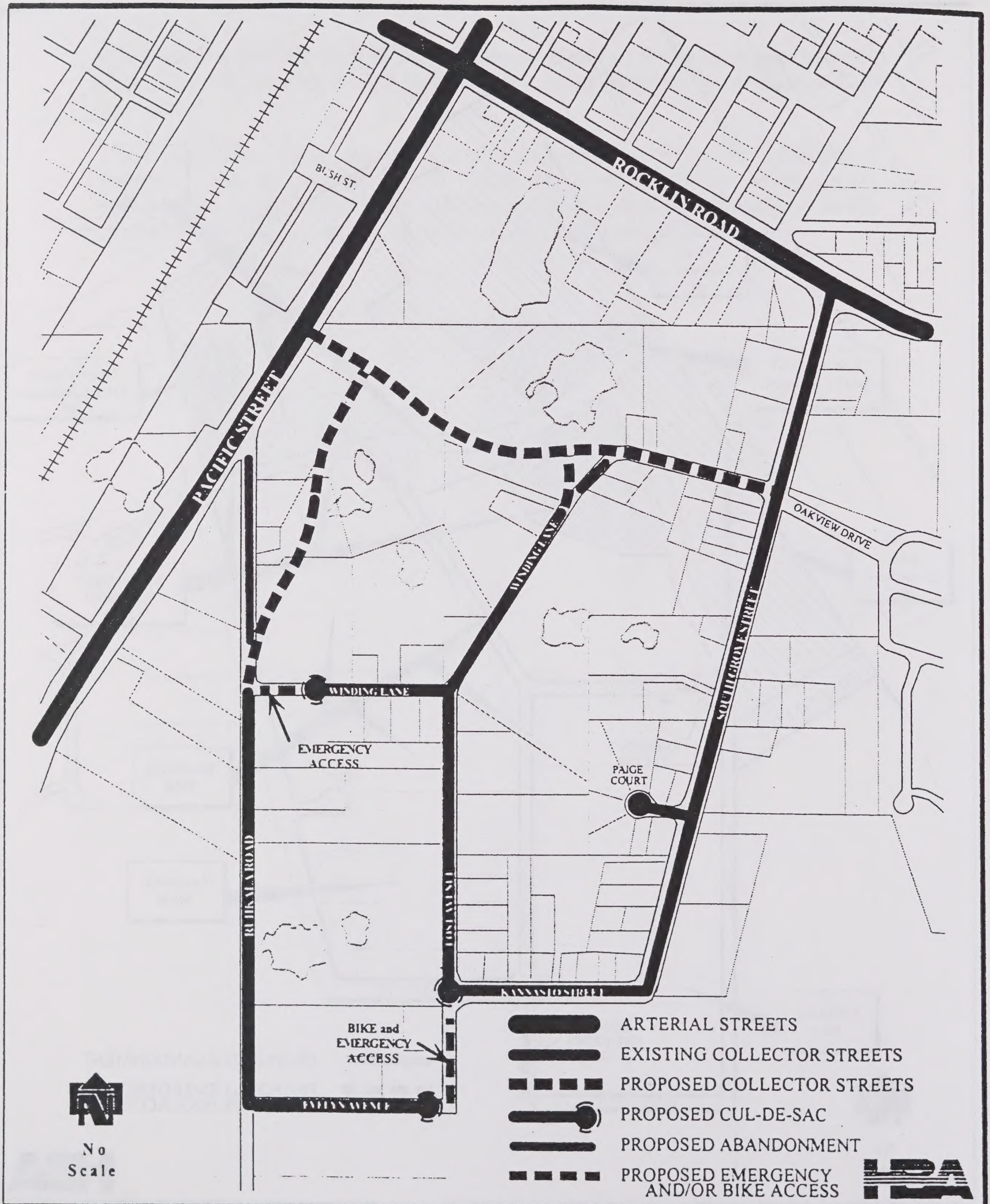


ROCKLIN
CIVIC CENTER
PLAN

layers L U Plan text L U Plan prop Base Border
file Rocklin Main

# GENERAL PLAN AMENDMENT
# LAND USE ELEMENT

Page 8 of Exhibit A
RCCP, GPA-95-03



ROCKLIN
CIVIC CENTER
PLAN

# GENERAL PLAN AMENDMENT CIRCULATION PLAN

Page 9 of Exhibit A
RCCP, GPA-95-03

layers: Circulation Gen Dev Circ prop Base Border
file: Rocklin Main

## RESOLUTION NO. 94-269

## RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROCKLIN APPROVING AN AMENDMENT TO THE CIRCULATION ELEMENT OF THE GENERAL PLAN (NORTH ROCKLIN CIRCULATION ELEMENT)

## (GPA-93-03)

The City Council of the City of Rocklin does resolve as follows:

Section 1. An environmental impact report for this project has been certified.

Section 2. The City Council of the City of Rocklin finds and determines that:

A. The City Council has considered the effect of the approval of this General Plan Circulation Element Amendment (GPA-93-03) on the housing needs of the region, and balanced those needs against the public service needs of its residents and available fiscal and environmental resources.

B. The area is physically suited for the proposed circulation element amendment in terms of topography and availability of providing services.

C. The proposed circulation element amendment is compatible with land uses permitted on properties in the vicinity, providing the properties are developed in accordance with the policies and requirements of the General Plan policies and zoning ordinance requirements.

D. The proposed circulation element amendment is not likely to create a nuisance to adjacent areas.

E. The proposed circulation element amendment will have a positive effect upon existing and proposed traffic patterns, and city policies regulating street improvements will be imposed on the property.

F. The proposed circulation element amendment is consistent with the other elements of the current Rocklin General Plan, and policies related to the development of the Rocklin area and the South Placer region.

Section 3. For any public or private project that implements all or a portion of the policies identified in the North Rocklin Circulation Element amendment, the City of Rocklin or the private project applicant shall prepare and implement a monitoring program using the forms approved by City Council Resolution 90-316.

Section 4. The City Council hereby approves the North Rocklin Circulation Element Amendment GPA-93-03, amending the Circulation Element of the Rocklin General Plan, dated April 1991, as identified in Exhibit A, attached and incorporated herein.

PASSED AND ADOPTED this 8th day of November, 1994 , by the following roll call vote:

| | | |
|---|---|---|
| AYES: | Council Members: | Lund, Dominguez, Huson |
| NOES: | Council Members: | None |
| ABSENT: | Council Members: | None |
| ABSTAIN: | Council Members: | Yorde, Magnuson |

Marie A. Huson

Vice Mayor

ATTEST:

City Clerk

The foregoing instrument is a correct copy of the original document on file in this office.

Attest:

City Clerk, City of Rocklin

TAR/gbl
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EXHIBIT A

North Rocklin Circulation Element Amendment
(GPA-93-03)

---

**1. Chapter IVC2b. of the Rocklin General Plan (April 1991) is amended to read as follows:**

b. Arterial and Collector Streets

Future development in the City will require that additions be made to the system of arterials and collectors which presently serve the City. The exact timing of these additions depends upon the pace of growth and development approvals. Likewise, detailed designs for arterials and collectors, intersections, and other configurations must wait for specific development plans.

Future arterials which are proposed at this time include West Oaks Boulevard, Blue Oaks Boulevard, portions of Park Drive, Stanford Ranch Road, *Lonetree Boulevard, Sioux Street, and North Whitney Boulevard*. Future collectors include Crest Drive, Woodside Drive, Rocklin Road from Fifth Street to Whitney Boulevard, the extension of those portions of Park Drive not constructed as an arterial, the extension of Argonaut Drive east to Delmar Avenue *(with a grade separated crossing over the existing railroad tracks), extension of Dominguez Road easterly over I-80 to Sierra College Boulevard, the extension of Granite Drive easterly from Sierra College Boulevard over I-80, and the One-Way Couplet along Railroad Avenue.*

**2. Chapter IVC2e. of the Rocklin General Plan (April 1991) is amended to read as follows:**

e. Railroads

*It is possible that railroad activity could increase with longer trains or more trains being scheduled on a 24-hour basis. The increase in activity could result in longer delays.* Grade separations will be strongly encouraged in new developments. *In particular, a grade separation is designated at or near the extension of Argonaut Avenue easterly over the existing eastbound Southern Pacific Railroad tracks.*

**3. Chapter IVC2i. is added to the Rocklin General Plan (April 1991) to read as follows:**

i. *North Rocklin Circulation Study*

*In October 1992, the Rocklin City Council commissioned the North Rocklin Circulation and Traffic Study. The goal of that study was to identify needed changes to the circulation system for northern areas of the Rocklin General Plan to accommodate anticipated development. The study addressed the northern portions of Rocklin generally bounded by I-80 to the south, Highway 65 to the west, and the City of Rocklin Sphere of Influence (planning area) boundaries to the north and east.*

*As a result of the study, the North Rocklin Circulation Element amendment to the Rocklin General Plan (GPA-93-03) was initiated to resolve problematic traffic areas which could occur with anticipated development under the Rocklin General Plan by the year 2020; and to provide right-of-way for potential roadway needs in the northern areas which could develop at higher levels than currently anticipated to occur by the year 2020.*

*The North Rocklin Circulation Element Amendment consist of two parts: The Base Circulation Plan for the year 2020, and the Long-Range Planning Options. The Base Circulation Plan includes all of the roadway improvement projects that were already in the Rocklin Circulation Element, plus additional roadway improvement projects as identified below. In addition to the Base Circulation Plan, the Long-Range Planning Options are included to allow the City of Rocklin the flexibility to consider future densities in its planning reserves as well as allowing for possible roadways that may be needed beyond the year 2020 horizon. Right-of-ways for the Long-Range Planning Options, as well as actual construction of some of the roadways, could occur prior to the year 2020 as properties adjacent to these roadways are proposed for development.*

*The roadway improvements added to the Circulation Element of the Rocklin General Plan as a result of the North Rocklin Circulation Element Amendment are as follows:*

*IMPROVEMENT 1 - Pacific Street and Rocklin Road.*
*1a. The One-Way Couplet is a Long-Range Planning Option in order to provide greater flexibility in maintaining the intersection of Rocklin Road/Pacific Street at LOS "C" as development continues to occur in the City and within the region beyond the year 2020.*

*1b. Restriping and minor reconstruction plan for the intersection of Rocklin Road/Pacific Street is a Base Circulation Plan improvement in order to achieve LOS "C" at this intersection to the year 2020 without having to implement the One-Way Couplet during that period.*

*IMPROVEMENT 2 - Two new I-80 Overpasses.*
*2a. Construct new overpass of I-80 that would connect Dominguez Road to Sierra College Boulevard as part of the Base Circulation Plan.*

*2b. Construct new overpass of I-80 that would connect Granite Drive to Sierra College as part of the Base Circulation Plan.*

*IMPROVEMENT 3 - Widen Rocklin Road at I-80.*
*3. Reconstruct Rocklin Road underpass of I-80 to accommodate six traffic lanes plus pedestrian/bike facilities on both sides of Rocklin Road as part of the Base Circulation Plan.*

*The City recognizes that the redesign could involve changes to the freeway on-ramps and off-ramps, as well as some freeway laneage. Also, other improvements could include a "Flyover Ramp" to provide for westbound traffic on Rocklin Road to have direct access to I-80 or a modified clover leaf interchange.*

*IMPROVEMENT 4 - Rocklin Road Extension.*
*4. The extension of Rocklin Road to Whitney Boulevard is a Long-Range Planning Option to provide greater flexibility in maintaining the intersection of Sunset Boulevard/Pacific Street at LOS "C" as development continues to occur in the City and within the region beyond the year 2020.*

*IMPROVEMENT 5 - Summit Project to Delmar Avenue.*
*5. Connect the Summit Property to Delmar Avenue near or at the Argonaut Avenue alignment to take advantage of the high topography to construct a "grade-separated" crossing over the Southern Pacific Railroad tracks. This crossing would provide for pedestrian and bicycle lanes. Traffic from the Summit property would not be able to access the "existing" Argonaut Avenue from the east or the west end of the Summit property*

*IMPROVEMENT 6 - Sunset West Circulation Plan.*
*6. Connect Sunset Boulevard and the Blue Oaks Boulevard interchange with Highway 65 to generally parallel with the proposed Park Drive/Pleasant Grove connection to Highway 65 as part of the Base Circulation Plan.*

*IMPROVEMENT 7 - Widen Pacific Street near Sunset Boulevard.*
*7. Pacific Street for several hundred feet easterly of Sunset Boulevard shall be widened to six instead of four lanes as part of the Base Circulation Plan.*

*IMPROVEMENT 8 - Stanford Ranch Road/Sunset Boulevard Intersection.*
*8. Stanford Ranch Road shall have an additional second left turn lane as part of the Base Circulation Plan.*

*IMPROVEMENT 9 - Highway 65 to Sierra College Boulevard Connection.*
*9. A connection from Highway 65/Whitney Boulevard through the Sunset Ranchos property generally along the Whitney Boulevard alignment and through the northern portion of Stanford Oaks property and through Clover Valley Lakes to intersect with Sierra College Boulevard as a Long-Range Planning Option.*

*IMPROVEMENT 10 - Sunset Ranchos to West Oaks Boulevard Connection.*
*10a. Connect the eastern portion of the Sunset Ranchos property with the four-lane extension of West Oak Boulevard as a Long-Range Planning Option.*

*10b. Designate Sioux Street as a four-lane arterial to provide greater flexibility in allowing the Sunset Ranchos to develop at densities similar to surrounding properties as a Long-Range Planning Option.*

**4. Chapter IIC and Chapter IV4: of the Rocklin General Plan (April, 1991) is amended by adding the following:**

27. *To prohibit residential driveway frontages within newly developing residential areas along collector or arterial roadways. This policy does not apply to multi-family residential uses, or where past decisions have created existing lots with residential frontages on collector or arterial roadways. Additionally, the City shall strive to minimize growth of average annual weekday travel volumes, and also shall strive to limit the total volumes to less than 12,000 vehicles on existing collector roadways with residential frontages.*

28. *To coordinate with adjacent jurisdictions on the completion and improvement of roads that extend into other communities through the use of the Congestion Management Agency, Placer County Transportation Commission, joint powers authorities or other similar entities.*

*29 To conduct an environmental assessment of all general plan roadway improvements prior to construction. The environmental assessment shall consider each of the applicable mitigation measures as listed in Appendix C to this General Plan.*

**5. Figure 10 "Bikeway System" of Chapter IIC of the Rocklin General Plan (April 1991) is amended as shown in the Bikeway Diagram Exhibit 1 attached hereto and by this reference incorporated herein.**

**6. Figure 13 "Rocklin Circulation System" of Chapter IIC of the Rocklin General Plan (April 1991) is amended as shown in the Roadway Diagrams Exhibit 2 & 3 attached hereto and by this reference incorporated herein.**

**7. Table "Key to Circulation Routes Illustrated in Figure 13" attached to Figure 13 of Chapter IIC of the Rocklin General Plan (April 1991) is amended to read as follows:**

1. Interstate 80 (*6-8 lanes*)
2. State Route 65 (*4-6 lanes*)
3. Rocklin Road ( *2 lanes west of Pacific Street to Whitney Boulevard;4 lanes east of Pacific Street to Granite Drive; and 6 lanes east of Granite Drive to Rocklin City Limits)*
4. Sierra College Boulevard (*6 lanes south of Pacific St.; 4 lanes north of Pacific Street*)
5. Granite Drive (*4 lanes*)
6. Pacific Street/Taylor Road (*4 lanes near Sunset Blvd. to Loomis City limits; 6 lanes near Sunset Blvd. to Roseville City limits*)
7. Sunset Boulevard (*6 lanes*)
8. Stanford Ranch Road (*6 lanes*)
9. Fifth Street (*2 lanes*)
10. Whitney Boulevard (*2 lanes*)
11. (North) Whitney Boulevard *(4 lanes from Highway 65 to Sierra College Boulevard)*
12. Midas Avenue (*2 lanes*)
13. Argonaut Avenue (*Midas Avenue to Delmar Avenue-2 lanes*)
14. Crest Drive (*2 lanes*)
15. Fairway Drive (*2 lanes*)
16. Springview Drive (*2 lanes*)
17. North Grove Street (2 lanes)
18. South Grove Street (*2 lanes*)
19. El Don Drive (*2 lanes*)
20. Sierra Meadows Drive (*2 lanes*)
21. Park Drive (*4 lanes north of Stanford Ranch Road; 6 lanes south of Stanford Ranch Road*)
22. West Oaks Boulevard (*4 lanes*)
23. Woodside Drive (*2 lanes*)
24. Delmar Avenue (*2 lanes*)
26. Blue Oaks Boulevard (*4 lanes*)

27. China Garden Road *(2 lanes)*
28. China Garden Road realignment *(2 lanes)*
29. Alta Sierra Drive *(2 lanes)*
30. Clover Valley Lakes collector street *(2 lanes)*
31. *Sioux Street (4 lanes)*
32. *Dominguez Road (2 lanes west of Granite Drive; 4 lanes east of Granite Drive to Sierra College)*
33. *Lone Tree Boulevard (4 lanes)*
34. *One-Way Couplet (Railroad Avenue-2 lanes)*

**8. Appendix C "Mitigation Measures for General Plan Roadways" is added to the Rocklin General Plan (April, 1991) to read as follows:**

## APPENDIX C

## Mitigation Measures for General Plan Roadways

This Appendix C relates to Policy 29 of the Circulation Element to the Rocklin General Plan. It contains the list of mitigation measures that are to be considered and utilized, appropriately, in conducting the environmental assessment on any of the roadway segments identified in the Circulation Element of the General Plan.

### LAND USE

**C-1.** Final street improvements shall be designed to avoid the need to redesign or remove occupied structure(s) wherever feasible. If unfeasible to avoid or redesign or remove, then property owner and/or business shall be compensated pursuant to State law.

### VISUAL

**C-2.** Land Use Element Policies 13 & 38; Open Space, Conservation & Recreation Element Policy 1 shall apply.

**C-3.** Landscape at least one side of Pacific Street similar to existing median material in the event that Pacific Street medians are removed.

**C-4** Require a dense planting of trees and shrubs along both sides of the Argonaut Avenue overpass area, with the intent of eventually screening some of the roadway structure, nighttime automobile headlights, and street lighting as viewed from nearby residences. Direct, to the extent possible, street lighting away from off-site locations.

**C-5** Landscape along both sides of the roadway extension from Argonaut Avenue up the slope to the Summit project and the slope supporting the grade separated overcrossing of Argonaut Avenue over the railroad tracks. The landscaping shall consist largely of native vegetation, and contain a mix of groundcover, shrubs, and trees. Use, wherever possible, low plantings to screen automobile headlights from off-site locations. Require street lighting to be directed towards the roadway, and away from off-site locations to the maximum extent possible.

**C-6** Landscape along both sides of North Whitney Boulevard and West Oaks Boulevard to consist of a combination of groundcover, shrubs, and trees. In the planting design, allow for some view corridors from the roadway towards surrounding properties. Use, wherever possible, low plantings to screen automobile headlights from off-site locations. Require street lighting to be directed towards the roadway, and away from off-site locations to the maximum extent possible.

**C-7.** Railroad crossing gate lights should be oriented to street and shielded so intrusive light and glare not affect adjacent residences.

## GEOLOGY

**C-8**. Community Safety Element Policies 1, 10, and 11 shall apply

## HYDROLOGY

**C-9**. Community Safety Element Policies 3, 6, and 7 shall apply.

**C-10.** Open space, Conservation and Recreation Element Policy 6, and Community Safety Element Policies 1 through 8 (inclusive) and 14 shall apply.

**C-11**. Community Safety Element Policy 7, Open Space, Conservation and Recreation Element Policy 19, and City Improvement Standards shall apply. Notice of Intent submitted to State Water Resources Control Board, and a General Construction Activity Storm Water Permit shall be adhered to as applicable.

**C-12.** Community Safety Element Policies 6 and 7, and Open Space, Conservation and Recreation Element Policies 15 and 19 and Action Plan Item 1 shall apply.

**C-13.** Development projects of five (5) acres or more shall develop and implement a standard list of acceptable Best Management Practices (BMP) for non-point source pollutants for additional long-term protection of water quality. BMPs include a wide range of methodologies for treating surface runoff, particularly "first flush", prior to its discharge into an open waterway.

## AIR QUALITY

**C-14.** Grading plans, construction permits, improvement plans and/or building permits shall include the following measures to reduce short-term construction air quality emissions:

- Construction equipment shall be properly tuned and maintained throughout the duration of construction.
- Whenever possible diesel-powered, low sulfur fuel, or electric equipment should be used instead of gasoline-powered engines.
- Construction crews should shut off construction equipment when not being used.
- Contractors shall encourage employees to ridesharing and use transit to and from the construction site.
- Provide a flag person to guide traffic properly and ensure safety at construction sites.
- Provide for City approval traffic plan to schedule traffic flow interference from construction activities. Plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service.
- Minimize obstruction of through-traffic lanes.

**C-15.** Grading plans shall include the following measures to reduce short-term fugitive dust during construction:

- Water all disturbed on-site areas a minimum of two (2) times a day.
- Water a minimum of two (2) times a day or cover stockpiles of material that are stored on-site.
- Use chemical soil binders and/or revegetate exposed areas within thirty (30) days upon completion of street construction.
- Provide a designated area of gravel, or other suitable material, to allow tire debris to be deposited before accessing onto improved city streets.
- Grading shall be prohibited when winds exceed 25 mph.

**C-16.** Grading plans shall include the following condition: Upon notification to the City by PCAPCD (Placer County Air Pollution Control District) that there is a second stage smog alert and that construction cease in specific activities, such as grading, use of heavy equipment and deliveries of materials, the City's Building and Public Works' Inspectors will inform affected contractors to cease construction (grading, use of heavy equipment, paving, delivery of materials) during second stage smog alert conditions.

**C-17.** A Rule 217 compliance letter from PCAPCD shall be required prior to issuance of improvement plans and/or building permits by Building Inspection and/or Public Works.

**C-18.** Structures to be demolished shall comply with Section 19827.5 of the California Health and Safety Code, as applicable, regarding asbestos, including but not limited to all asbestos materials being removed/remediated prior to issuance of demolition permit by Building Inspection.

**C-19.** Grading plans, improvement plans and building plans shall include the following condition: "No burning of vegetation nor materials shall occur on construction site. Vegetation and materials may be chipped on site but must be disposed of in an licensed landfill."

**C-20.** Land Use Element Policy 12 and Circulation Policies 3, 5, 6, 10, 12, 17 and 18 to reduce emissions associated with new developments shall apply.

**C-21.** Traffic signals shall be synchronized, where feasible.

**C-22.** Dedicated turn lanes shall be incorporated into roadway improvements as appropriate.

**C-23** Development projects associated with a General Plan roadway shall comply with the Trip Reduction Ordinance to reduce vehicular emissions.

**C-24.** Circulation Element Policies 3, 5, 6, 10, 12, 13, 17 and 18; and Land Use Element Policy 12 shall apply.

BIOLOGICAL

**C-25.** Open Space, Conservation and Recreation Element Policies l, 2, 4, and 15, and Action Plans 1 & 2 shall apply along with adherence to any required Streambed Alteration Permit from CDFG (California Department of Fish and Game).

**C-26.** Rocklin Oak Tree Preservation Ordinance shall apply.

**C-27.** A qualified ecologist shall inventory the vegetation within any proposed affected riparian area. Final siting shall avoid, if feasible, removal of mature riparian trees and habitat potentially supporting special-status plants and wildlife.

**C-28** A construction corridor not to exceed a maximum of 100 feet within riparian areas shall be mapped and flagged. Heavy equipment operation shall be restricted to this corridor.

**C-29** An erosion and siltation control plan shall be designed and implemented as part of the construction and grading plan of all stream crossings to reduce potential impacts on the stream environment.

**C-30** A revegetation plan shall be developed by a qualified plant ecologist and implemented in consultation with CDFG, pursuant to a Section 1600 Streambed Alteration Agreement for the alteration or modification of streambeds and the removal of associated riparian vegetation.

C-31 Best management practices shall be utilized for siting, construction and operation of roadway improvements, including controls to limit toxic chemicals from entering receiving waters.

C-32. A free span bridge design shall be used, whenever feasible, to minimize the fragmenting effects of bridge crossing on riparian habitat and to allow passage of wildlife using these corridors. Final design will be in consultation with CDFG to maximize wildlife movement along the riparian corridor.

C-33 Road alignments and road modifications shall be developed by the City to avoid direct and indirect impacts on alkali seeps, perennial meadows, and intermittent streams. In areas adjacent to these wetlands, the final alignment and construction corridor shall be mapped and adequately flagged by the construction contractor to include the full width of the road and maintenance right-of-way. Heavy equipment operation will be restricted to this corridor only.

C-34 A buffer zone shall be established by the City, in consultation with a qualified plant ecologist, for each avoided wetland. The size of each buffer area will depend on habitat value, watershed size, vegetation, and topography.

C-35. Wetland designated for preservation shall be protected by restricted easements recorded by the City. Easements would restrict use and type of structures.

C-36 Roads shall be designed, built, landscaped to minimize erosion during and after construction. Prior to construction, develop and submit, in consultation with CDFG, a water pollution and sediment control plan to include temporary control measures to minimize sedimentation and erosion in wetlands.

C-37. Where avoidance is not possible, a wetland delineation shall be conducted by qualified biologist to determine amount of ACOE Section 404 jurisdictional wetlands. Determine amount of streambed and associated vegetation that may be subject to CDFG Section 1600 Streambed Alteration Agreement. Necessary permits will be obtained (Army Corp of Engineers for Section 404 permits, CDFG for Streambed Alternation Agreements).

C-38 Focused surveys shall be conducted by a qualified biologist to determine the presence or absence of any special-status wildlife species potentially occurring in the project area. If special-status species are found in areas of potential impact, then the appropriate resource agency (United State Fish and Wildlife Services or CDFG) in coordination with the City, will be consulted regarding measures to minimize or mitigate project impacts.

C-39 Road alignments and road modifications shall be developed to avoid or minimize direct and indirect impacts on vernal pools and associated watersheds. In areas adjacent to vernal pools, the final alignment and construction corridor shall be mapped and adequately flagged by the contractor to include the full width of the road and maintenance right-to-way. Heavy equipment operation will be restricted to this corridor only.

**C-40** Setback standards (buffer zones) shall be established, in consultation with a qualified plant ecologist, for each avoided vernal pool to ensure there is adequate space between the vernal pool and development. The size of each buffer area will depend on habitat value, watershed size, vegetation, and topography.

**C-41** Vernal pools designated for preservation shall be protected by restricted easements recorded over the property that contains these pools. Such easements shall restrict the use and type of structures located therein.

**C-42** Roads shall be designed, built, and landscaped so as to minimize erosion during and after construction. Prior to construction, a water pollution and sediment control plan to include temporary control measures to minimize sedimentation and erosion in vernal pools or their watersheds shall be developed and submitted to the City in consultation with CDFG.

**C-43** A vernal pool analysis sdall be prepared by a qualified plant ecologist or biologist. This analysis will include focused surveys for special-status plants and animals during the appropriate blooming and breeding periods, a mapping of each vernal pool and its immediate watershed, and a wetland delineation, to be reviewed and approved by the ACOE (Army Corp of Engineers), pursuant to Section 404 of the Clean Water Act.

**C-44** If ACOE jurisdictional vernal pool habitat will be removed or otherwise adversely affected by proposed roadway improvements, the project developer will consult with the ACOE to determine the need for a 404 permit. Measures to mitigate impacts on jurisdictional vernal pool habitat will be developed in coordination with ACOE during the permit application process.

**C-45** Reconnaissance surveys shall be conducted by a qualified biologist to determine if habitat potentially supporting the Valley elderberry longhorn beetle will be affected. In areas of suitable habitat, focused surveys shall be conducted by a qualified biologist to determine the presence or absence of the Valley elderberry longhorn beetle in the project area. If the Valley elderberry longhorn beetle is found in areas of potential impact, then the USFWS, in coordination with the City, will be consulted, prior to construction, regarding measures to minimize, avoid, or mitigate project impacts.

**A-46** Reconnaissance surveys shall be conducted by a qualified botanist to determine if habitat potentially supporting the Bogg's Lake hedge hyssop will be affected. In areas of suitable habitat, focused surveys shall be conducted by a qualified botanist to determine the presence or absence of the Bogg's Lake hedge hyssop in the project area. If the Bogg's Lake hedge hyssop is found in areas of potential impact, then the CDFG will be consulted prior to construction regarding measures to minimize, avoid, or mitigate project impacts.

**C-47** Raptor nest surveys shall be conducted by a qualified raptor biologist during the nesting season (March through August) in all woodland areas potentially affected by proposed alignments or alignment modifications. If an active nest is located, construction activities will not be allowed within 500 feet (or other distance, depending on species and the recommendation of the surveying biologist) of the nest until the young have fledged. Raptor nests that must be removed as a result of construction activities shall only be removed during the non-breeding season (September 15 through February 15).

**C-48** Reconnaissance surveys shall be conducted by a qualified biologist at the project-specific level to determine if habitat potentially supporting special-status species will be affected. In areas of suitable habitat, focused surveys shall be conducted by a qualified biologist or botanist, during the appropriate blooming (for plants) or breeding (for animals) period, to determine the presence or absence of any special-status species potentially occurring in the project area. If special-status species are found in areas of potential impact, then the appropriate resource agency (USFWS or CDFG) shall be consulted prior to construction regarding measures to minimize, avoid, or mitigate project impacts.

**C-49** Surveys shall be conducted by a qualified biologist in the vicinity of proposed alignments to determine if any natural habitat area, especially ravines and ridgelines, potentially affected by the project will adversely affect local or regional wildlife movement. If an important wildlife movement corridor will be adversely affected, measures to avoid, minimize, or mitigate project impacts shall be developed prior to construction in coordination with CDFG.

**C-50** All construction work in, or within 100 feet of, the Antelope Creek or Secret Ravine Creek crossing shall be confined to the period of June l through September 30 in order to minimize erosion and impacts on the October-November spawning run and the April-May out-migration of Chinook salmon..

NOISE

**C-51.** Noise Element Policies 1, 2, 3, 4 and 6 shall apply.

**C-52.** Mufflers shall be on all construction equipment and stationary noise sources. Stationary noise sources be located at least 300 feet from occupied residences or provide noise reducing engine housing enclosures.

**C-53.** Equipment start up areas, water tanks, equipment storage be placed in area far away from existing residences as feasible.

**C-54.** Future residential development should be located outside the noise impact prescribed in State Noise Compatibility Guidelines. Acoustical studies be required where sensitive receptors could be within areas exceeding an Ldn of 60 dB(A).

**C-55.** Noise studies should be prepared for any residential development proposed near an alignment or alignment proposed next to existing residences. If sensitive receptors are exposed use the following to ensure interior noise levels do not exceed an Ldn of 45 dB(A), and exterior noise levels do not exceed an Ldn of 60 dB(A):

- Below grade roadways designed to direct sound up and over sensitive receptor sites.
- Sound walls or berms between roadway and sensitive receptor sites.
- Lot setback requirements that locate structures outside of the 60dB(A) Ldn.
- Appropriate noise insulation measures such as gasketed windows, double-panel glazing, etc.

## CULTURAL

**C-56** Preserve the Johnson Spring (CA-PLA-85) site consisting of a spring with an associated bedrock mortar milling station (62 bedrock mortars).

**C-57.** Open Space Conservation and Recreation Element Policies 3, 15 and 16 shall apply.

**C-58** If human skeletal remains are encountered during construction, all excavation work must halt in that area immediately and the county coroner be contacted. If it is determined that the remains are Native American in origin, the coroner must contact the Native American Heritage Commission to ensure that proper treatment and/or reburial measures are implemented.

**C-59.** A qualified archaeologist shall survey by foot a 200-foot swath (or radius for intersections) along all road improvement areas and determine in a written report whether any discovered resources are considered important under CEQA (Californis Environmental Quality Act) criteria. The report will contain recommendations for the management of any archaeological resources that are discovered and will be filed with the North Central Information Center at California State University, Sacramento.

**C-60.** The final siting of road alignments and improvements shall be developed to avoid significant resources and/or sites whenever possible. Archaeological sites or features that cannot be avoided will be documented with photographs, maps, measurements and recorded with the North Central Information Center at California State University, Sacramento according to standards set forth by the Office of Historic Preservation

**C-61** A records search shall be conducted through the North Central Information Center to determine whether archaeological resources are known to occur within a l/2-mile swath along any proposed roadway improvement corridor prior to final establishment of alignment.

## HAZARDOUS MATERIALS

C-62. Community Safety Element Policies 8 and 9 shall apply.

C-63 Site specific investigations (Phase I/Phase II) shall be conducted to confirm contaminated soils at each site listed in Table 4.11-1 of EIR on the North Rocklin Circulation Element prior to site acquisition or development.

C-64 If contamination is discovered or encountered during construction of any of the proposed roadway improvements, construction activities within the contaminated area shall cease until the contamination is reported, and its extent is assessed and delineated. Remediation will be prepared to the satisfaction of the appropriate responsible agency (either the Placer County Health Department, or the Central Valley Regional Board, depending on the type of contamination). A remediation plan will be developed, if required, in consultation with the appropriate responsible agency, and adhered to in subsequent construction activity.

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## EXHIBITS 1, 2, 3

The following exhibits of GPA-93-03 are on file in the City Clerk's Office and Planning Department:

Exhibit 1: amendment to Figure 10 "Bikeway System" of Chapter 11C of the Rocklin General Plan (April 1991)

Exhibits 2 & 3: amendment to Figure 13 "Rocklin Circulation System" of Chapter 11C of the Rocklin General Plan (April 1991)

EXHIBIT 1

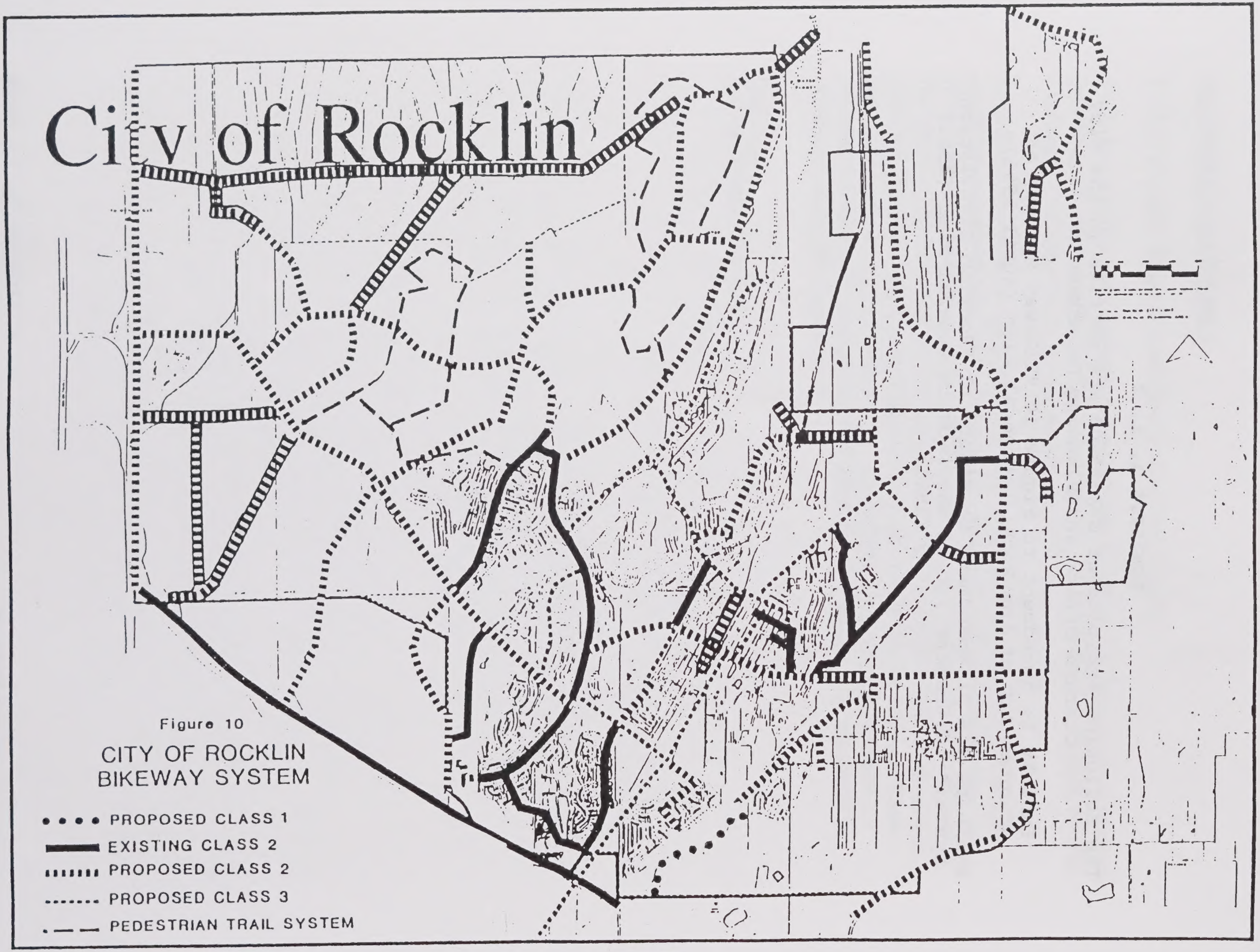
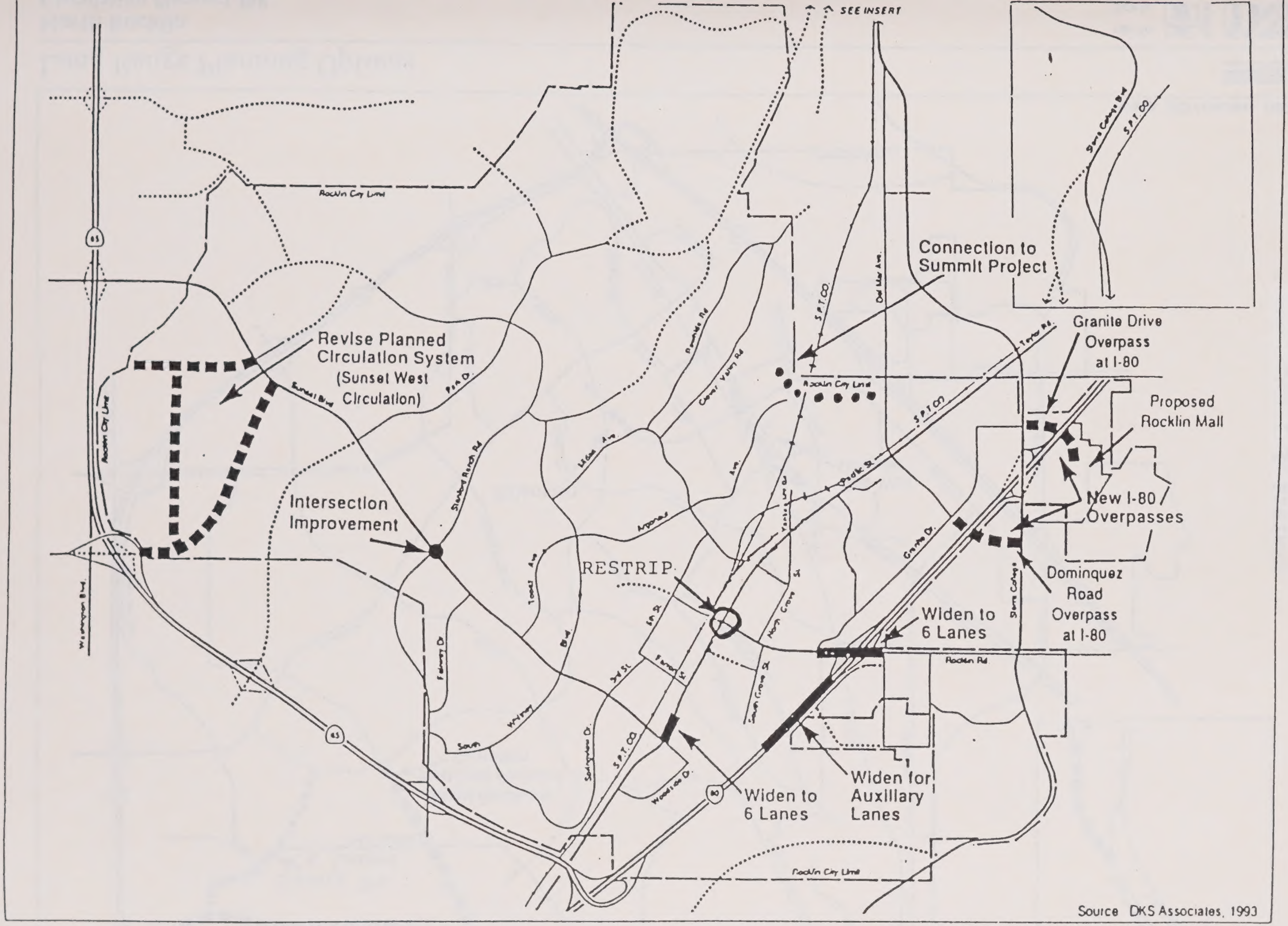


Figure 10

CITY OF ROCKLIN BIKEWAY SYSTEM

AMENDMENT TO ADD CLASS 2 BIKEWAYS ▮▮▮▮▮▮



Source DKS Associates, 1993

EXHIBIT 2

Base Circulation Plan (In Addition to General Plan Improvements)

North Rocklin
Circulation Element EIR

Not To Scale NORTH

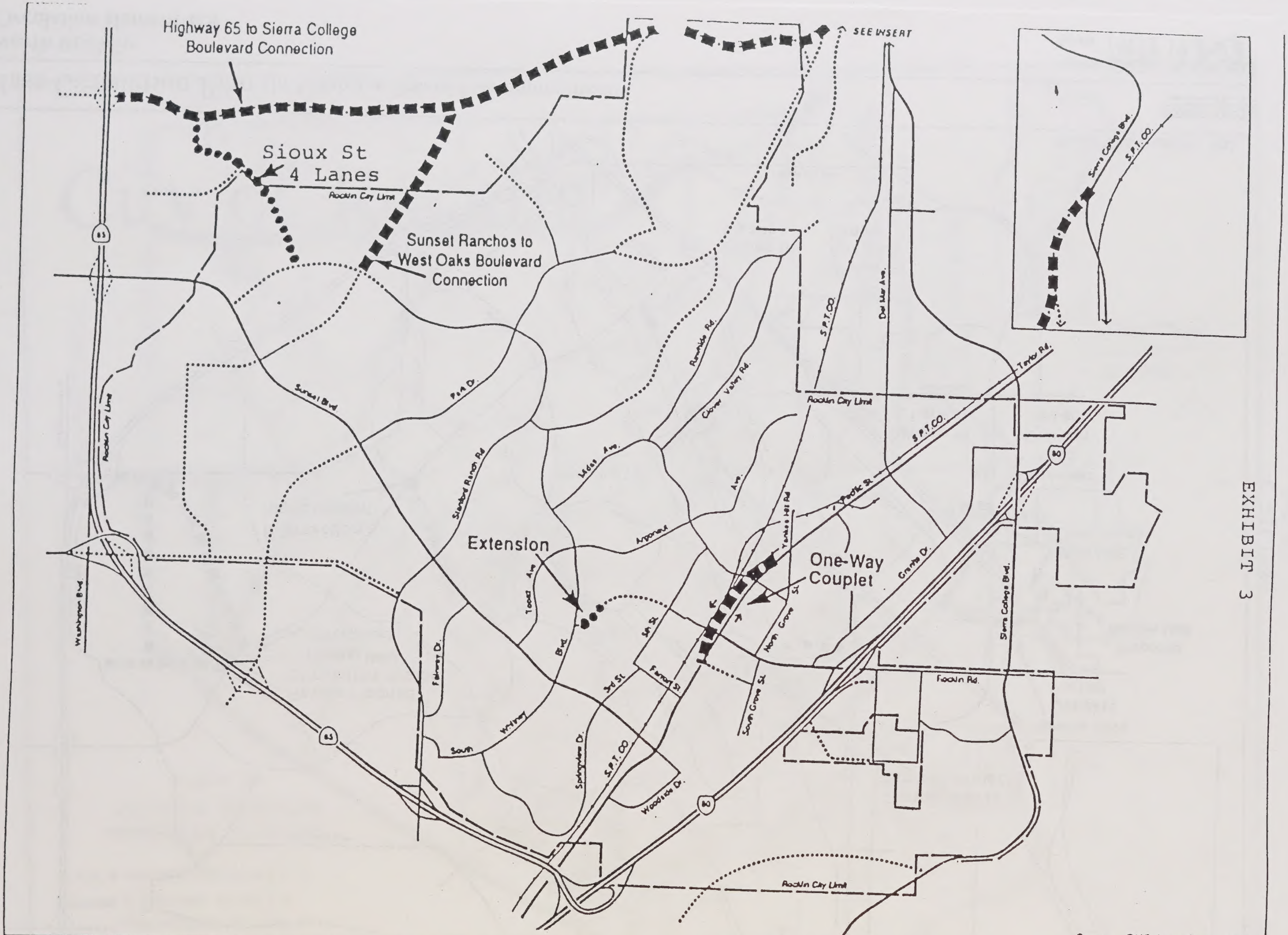


EXHIBIT 3

Source: DKS Associates, 1993.

## Long Range Planning Options

~~Exhibit 3-4~~

**North Rocklin**
**Circulation Element EIR**

Not To Scale

NORTH

U.C. BERKELEY LIBRARIES
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